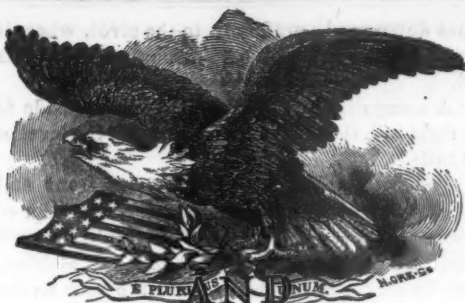


ARMY



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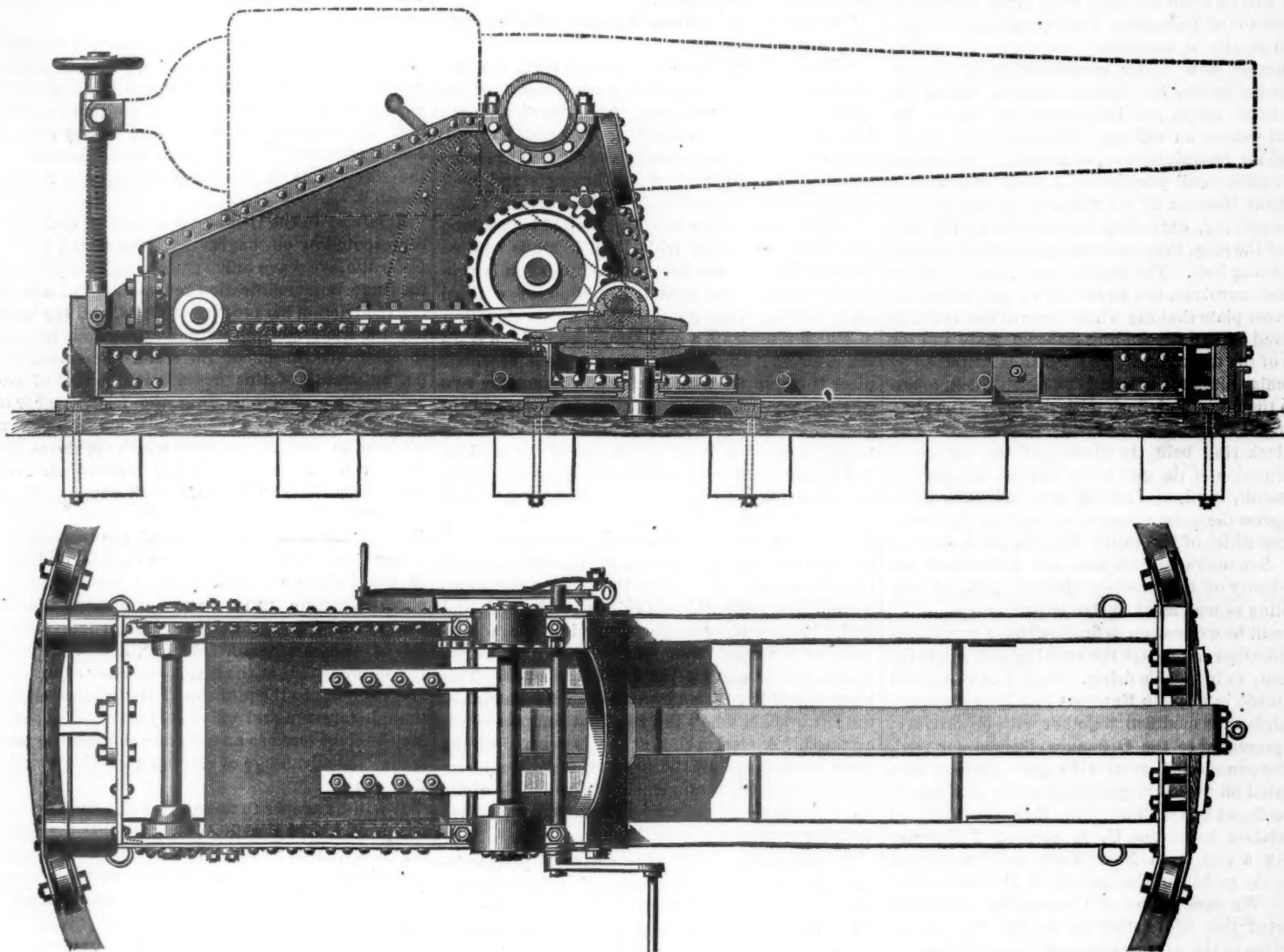
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FORCES.

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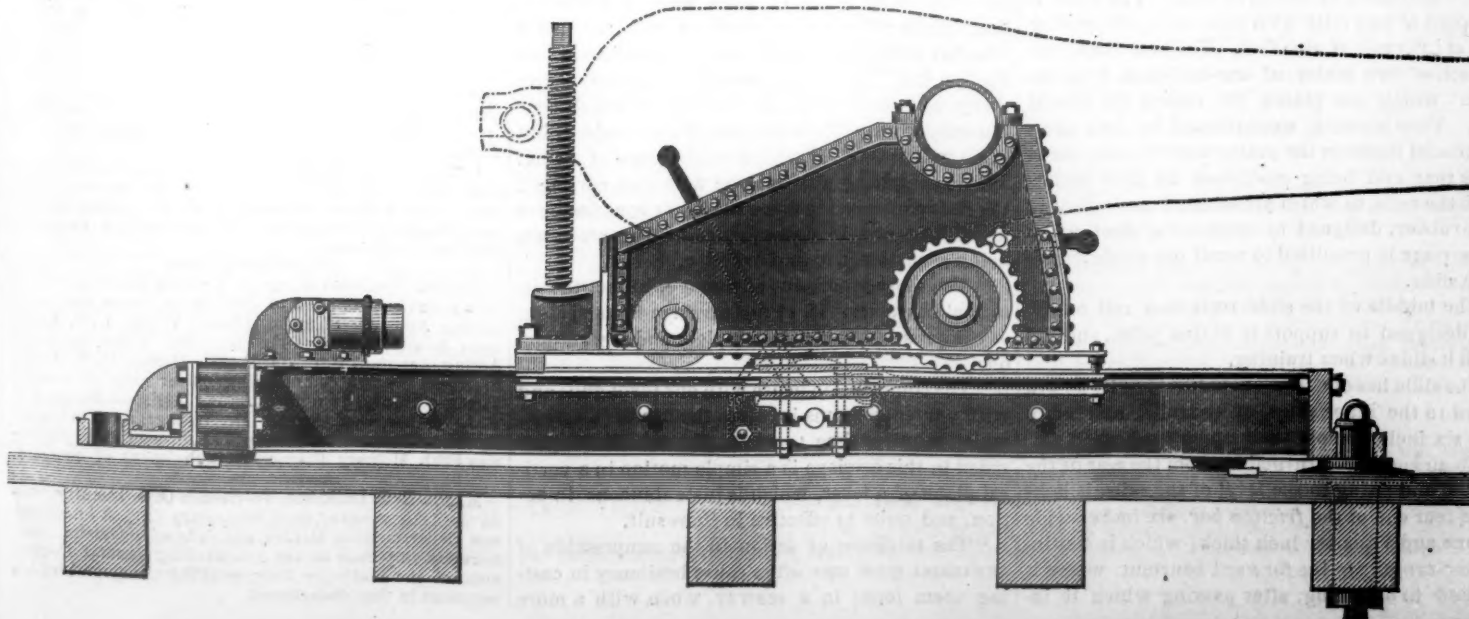
NEW YORK, SATURDAY, APRIL 23, 1870.

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100-POUNDER PIVOT CARRIAGE MOUNTED ON BOARD THE SPANISH GUNBOATS.



11-INCH PIVOT CARRIAGE BUILT FOR THE COLORADO.—SEE NEXT PAGE.





## PIVOT CARRIAGES.

THE gun carriages and slides constructed by Captain ERICSSON for the Spanish gunboats present two important features which distinguish the same from other pivot systems, viz.: the slide is made to rotate round a permanent central fighting bolt secured in the middle of the deck near the bow; consequently, as the bulwarks of the Spanish gunboats are low enough to admit of firing en barbette, a horizontal range of 240 deg. is obtained.

The other important feature of the new system is that of enabling the gunner to apply and relieve the compressor instantaneously.

Naval artillerists are well aware of the advantage of rotating slides, but, owing to the circumstance that such an arrangement unavoidably carries the fighting bolt in the rear of the trunnion when the gun is run out, such slides have been deemed impracticable. Evidently, if the fighting bolt be placed far in the rear of the trunnion, the slide will be lifted upwards with great violence at the instant of discharge. This apparently insuperable difficulty is completely overcome in the arrangement now under consideration by the expedient of raising the circular ring on which the slide turns about one inch above the deck. By this expedient an efficient abutment will be obtained for restraining the longitudinal movement of the slide in all positions. A plate attached to the front transom of the slide, as represented on the engraving, extending down as far as the bottom of the ring, thus takes the place of the ordinary fighting bolt. The central pivot, round which the slide revolves, fits so loosely in the socket of the cross plate that the whole force of the recoil is received by the descending transom plate and the edge of the deck ring. The latter is sustained by a circular platform of boards one inch thick, secured to the deck, and flush with the top of the ring. The front transom and outside circumference of the deck ring being in advance of the centre of the trunnion of the gun when run out, the force of the recoil, in place of lifting, will evidently tend to depress the slide. Ample experience in working the slides of the thirty Spanish gunboats has fully demonstrated this fact, and established the superiority of the rotating slide in point of easy handling as well as extensive lateral range.

It will be evident on reflection that a very slight modification will adapt the rotating slide, thus described, to broadside firing. Such a modification was made by Captain ERICSSON last December, and the slide thus modified, together with its carriage, was presented to the Ordnance Bureau for trial. A 100-pounder Parrott rifle gun having been mounted on the carriage, Commander E. SIMPSON was ordered by the Chief of the Bureau to conduct the trial on board the U. S. steamer *Tallapoosa* during a run from New York to Washington, about the middle of the month of December last year. We have a copy of Commander SIMPSON's report of this trial before us, and we find his description of the new arrangement so lucid that we adopt it in preference to any description we could pen:

"The carriage consists of a slide and top carriage, constructed of wrought iron. The slide is composed of two rails with four bolts connecting them at intervals of two feet. The heurteurs consist each of two plates of one-half-inch iron, between which are placed the rollers for lateral train. They are each strengthened by two castings placed between the plates near the rails, those at the rear end being continued up nine inches above the rails, to which are secured the buffers of india-rubber, designed to receive the recoil when the carriage is permitted to recoil the whole length of the slide.

"The middle of the slide rests on a rail on the deck designed to support it at that point, and on which it slides when training.

"The slide has one transom half way of its length riveted to the inner sides of the rails, and on a plane six inches below their upper surface.

"To an angle iron turned up from the rear of the transom and rising to the level of the rails, is bolted the rear end of the friction bar, six inches wide and one and a quarter inch thick, which is continued horizontally to the forward heurteur, where it is bolted to a casting, after passing which it in-

clines downwards gradually to the pivot, where it is secured to the pivot bolt through a hole in its end.

"A composition rack is bolted on the inside of the right rail, the teeth extending above the level of the rails.

"The carriage rests on four rollers front and rear, the former of 18 inches diameter, the latter of 7 inches. To the inner face of the right forward roller is bolted a working wheel of composition, with its cogs gearing below into the rack on the slide, while above it gears into a pinion on a shaft, which has its bearings in the brackets of the carriage; a crank is attached to the end of this shaft on the right side of the carriage, and by it the carriage is run in and out on the slide. This shaft has a longitudinal motion which allows the pinion to be geared or ungeared at pleasure. It is always desirable to ungear before firing in order to prevent motion of the crank, which might prove dangerous to the gun's crew.

"A conveniently arranged clutch holds the shaft in either position.

"The carriage has one transom, from the forward part of which project two arms, one-third the width of the transom apart, extending to a length of 20 inches, and terminating in eyes, through which the compression shaft passes which has bearings in the lower part of the brackets and well forward of the forward axle of the carriage.

"Under the friction bar is a clamp 17 inches long and 6 and 10 inches wide, which binds against the under face of the bar; the compression is produced through the eccentric motion of a third piece resting on the upper clamp, a side elevation of which represents a half circle, and which is fitted over the compression shaft. This eccentric piece is connected with the friction clamps by two iron straps, with nuts screwed on the lower ends of them. It will be perceived that the friction clamps occupy a position in the centre line of the carriage and between the ends of the two arms projecting from the transom. The friction clamps are lined with hard wood, which forms the surfaces binding on the friction bar. The compression shaft has its bearings on the brackets of the carriage, and projects far enough outside the left bracket to receive a long lever which is shipped on its end, and which has a vertical motion limited by the adjustment of the screw nuts on the ends of the iron straps which connect the friction clamps. This lever is held in position by a rack on the outside of the left bracket when the required compression is attained. A steel spring at the lower end of the lever binds it against the bracket, and a very convenient eccentric arrangement at the handle of the lever enables this pressure to be overcome when desiring to move the lever."

Having prefixed this very clear and precise description to his report, Commander SIMPSON proceeds: "During the firing thus tabulated the running-out gear was but seldom used, the carriage being allowed to move obedient to the roll of the vessel, and its motion was found to be perfectly under the control of one man at the compression lever, who could check it at any point. The compression being found to work well in deliberate fire, thirty rounds were fired to test the point whether rapid fire would cause the heating of the friction bar. The thirty rounds consumed nearly thirty minutes in firing, at the end of which time the temperature of the bar was slightly raised, but in no way interfered with a continuance of firing. Very rapid firing may be done with this carriage; the time consumed in firing the thirty rounds above mentioned was in consequence of the crew not being accustomed to gun exercise.

"The most prominent advantage, in fact the essential characteristic, of this carriage is its system of compression, which is complete and instantaneous.

"The compression in use with our pivot guns and with our turret guns involves the use of a screw, which requires time to work; the substitute provided in this carriage is a simple motion in a vertical plane of a lever, which is instantaneous in action, and quite as effective in its result.

"The tardiness of action in the compression of our turret guns may often cause hesitancy in casting them loose in a seaway, when with a more

speedy means of compression they might be made of service.

"The slow and imperfect action of the compressors fitted to our pivot guns renders necessary accentric rollers to the axles, so that the carriage may be let down on the slide, to increase, by the increased surface in contact, the friction that the compressors do not supply.

"The system of compression now under consideration admits of keeping the carriage always on its rollers, thus simplifying the mechanism of the carriage, and dispensing with the levers which are now necessary to bring the rollers in and out of action. The four men now devoted to this duty could be dispensed with.

"During the experiments here recorded, the carriage has fulfilled the advantages claimed for it by its inventor, and, unless subsequent experiments or the experience of actual service should develop defects not now apparent, its claim for preference over any carriages now in use in the Navy must be allowed.

"During the firing, the shortest distance at which the recoil was checked was 2 feet 5 inches, which was only half the recoil that would be required in service so as to have the gun in position for loading. If less recoil were required at any time, it can be obtained by a change in the adjustment of the screw nuts on the strap binding the friction clamp."

Referring to the 11-inch pivot carriage and slide, represented by our engraving, constructed for the *Colorado*, we have only space to call attention to the important modification represented, of attaching the friction bars to the carriage, and the holding the friction clamp stationary, by rods secured to the front transom of the slide. The most important result of this modification is that of enabling the person operating the friction gear to remain stationary at all times. He may even allow his hand to rest on the lever which regulates the friction while the gun is being discharged. We are informed that the short recoil consequent on this modification has been strongly objected to. We do not clearly comprehend the reasons on which this objection is based, as the trial on board of the *Colorado* proved that the recoil could be checked within 12 1-2 inches, while the friction bars attached to the carriage are long enough to admit of 42 inches recoil. We can, however, readily comprehend that the lifting tendency of the carriage, owing to the position of the friction clamp, though foreseen and effectually guarded against, may be considered as an objection sufficient to neutralize the advantage of having a stationary friction gear.

It will be proper to notice that the new system has proved so successful in practice that the Spanish Government, in addition to the thirty carriages and slides mounted on board of the new gunboats, have recently ordered six complete sets of similar carriages and slides for other vessels.

## MILITARY ORDER, LOYAL LEGION, U. S.

At a stated meeting of the Commandery of the State of Pennsylvania, held at the quarters, No. 1103 Walnut street, on Wednesday evening, April 6, the following were elected companions of the Order of the first class; Brevet Brigadier-General George Pomutz, U. S. Volunteers, late lieutenant-colonel commanding Fifteenth Iowa Veteran Volunteer Infantry; Brevet Major J. Thomas Elliott, U. S. Volunteers, late captain and commissary of subsistence; First Lieutenant Theodore F. Patterson, late U. S. Signal Corps; Mr. William Wallace Goodwin, late acting assistant paymaster U. S. Navy.

Ordered, That on and after the commencement of the next fiscal year, to wit, May 1, 1870, the annual assessment upon resident members shall be twelve dollars, and the annual assessment upon non-resident members shall be five dollars.

ACTING Assistant Surgeon Thomas Landers, U. S. Army, has been ordered to Fort Davis, Texas, for duty; Acting Assistant Surgeon Alward White, U. S. Army, from Austin, Texas, to Fort Quitman, Texas, for duty; Acting Assistant Surgeon R. W. Dorsey, U. S. Army, to report to the commanding officer post of Austin, Texas, for duty, to relieve Acting Assistant Surgeon J. T. J. Walker, U. S. Army. Dr. Walker, upon being relieved, will report to the medical director at headquarters Fifth Military District, for annulment of contract.

MAJOR R. S. La Motte, Thirteenth U. S. Infantry, was on the 11th relieved from temporary duty at headquarters Department of Dakota, and ordered to Omaha, Neb., to report in person to the commanding general Department of the Platte for duty, awaiting the arrival of his regiment in that department.



## THE ARMY.

Troop M, Eighth Cavalry, garrisoning Camp McDermitt, Missouri, were to leave April 10 for Cheyenne, en route to New Mexico, to be relieved temporarily, till the arrival of a troop of the Third Cavalry, by half of Troop I, First Cavalry.

GENERAL Orders No. 41, Headquarters of the Army, Adjutant-General's Office, Washington, April 15, 1870, are to the following effect:

By direction of the President of the United States, the following changes in the departments and commands are hereby announced:

I. Major-General J. M. Schofield is assigned to the command of the Military Division of the Pacific; headquarters, San Francisco, Cal.

II. The Department of Alaska will be discontinued after the 1st of July, 1870, and the territory will be attached to the Department of the Columbia, to the command of which Brevet Major-General E. R. S. Canby is assigned; headquarters, Portland, Ore.

III. A new department is hereby created, to be styled the Department of Arizona, to embrace the territory of that name and so much of California as lies south of a line from the northwest corner of Arizona to Point Conception; headquarters at Prescott, or Fort Whipple, Ariz., and Colonel and Brevet Major-General George Stoneman is assigned to the command according to his brevet rank of major-general.

IV. Brevet Major-General John Pope is assigned to command the Department of the Missouri, when vacated by General Schofield, and will establish the headquarters of the department at Fort Leavenworth, Kas.

V. The Department of the Lakes, after June 1, will be enlarged so as to embrace the northern frontier as far east as Lake Champlain; headquarters at Detroit, Mich., and Brigadier and Brevet Major-General P. St. George Cooke is assigned to the command.

VI. After June 1 the Department of Virginia will be discontinued, and the territory and troops therein will be attached to and form part of the Department of the East, Brevet Major-General I. McDowell commanding; headquarters, New York city.

VII. The Department of the Cumberland will be discontinued after June 1, and the territory and troops therein will be attached to and form part of the Department of the South, Brevet Major-General Terry commanding; headquarters, Atlanta, Ga.

VIII. The officers of the general staff, serving in the departments that are hereby discontinued, after closing their records and accounts, will report by letter to the headquarters of the Army for reassignment to duty.

THE Indian Office has received a report from General Sully, superintendent of the Montana Superintendency, dated Helena, April 6, giving details of Indian affairs in that superintendency.

Mr. A. S. Reed, in charge of the Gros Ventres, writes that he has been on a visit to the River Crows, at Mussel Shell. He found them congregated, awaiting his arrival. They were almost starved, owing to the scarcity of buffalo. They were at war with the Flatheads and Pend d'Oreilles, and the latter had stolen some of their horses. They were pursued by the Crows, who killed some of them and recovered the horses. The Crows have been removed to the Black Butte neighborhood. The Montana Crow Indians are fighting the Uncapapas. They attacked fourteen lodges of Gros Ventres and Arrapahoes recently, killing the latter and letting the Gros Ventres go. The Arrapahoes are afraid of the Crows, and want to be moved further down the river. Warm times between the two tribes are expected. The Gros Ventres have somewhat recovered from the stupor occasioned by the late sickness among them, and are again hunting buffalo and making robes. The Assiniboines are very poor, having no horses, and being unable to get buffalo. The agent had to feed them much more than the other Indians. They are reported to be extremely anxious about their annuity goods, with regard to which they make inquiries. The Blackfeet and Piegiens made a raid on the Assiniboines, and took all their horses. The Assiniboines are reported to be very quiet and peaceable. Large numbers of them have not been able to go to the agency for provisions because of the scarcity of horses in the tribe, and the Santee Sioux are nearly in the same condition. The opinion is expressed that both these tribes would cultivate the soil if proper measures were taken for them to do so. No reliable information has been received with regard to the movements of the Blackfeet Indians. Many of them are now on the hunt, while others have gone beyond the line. The small-pox has abated in their camp, but a great many have died, principally the younger portion of the tribe. About thirty years ago they suffered terribly from this disease, when numbers of them died, which accounts for the fact that the older portion did not contract the disease this time. General Sully says it is impossible to say whether we will have any trouble with these Indians this season. Different opinions have been held concerning this subject. The tribe has become very much scattered on account of sickness among them, and it is impossible to arrive at any conclusion concerning their intentions. He does not believe the Indians know themselves what they will do.

A GENERAL Court-Martial was to convene at San Antonio, Texas, April 14. Detail: Brevet Lieutenant-Colonel Robert H. Hall, captain Tenth U. S. Infantry; Captain David W. Porter, assistant quartermaster U. S. Army; Brevet Major Joseph Rendlebrock, captain Fourth U. S. Cavalry; First Lieutenant William C. Hemphill, Fourth U. S. Cavalry; Second Lieutenant Henry B. Chamberlain, Tenth U. S. Infantry. Captain Charles P. Smith, U. S. Army, judge advocate.

## ABSTRACT OF SPECIAL ORDERS

Issued from the Adjutant-General's Office for the week ending April 15, 1870.

Tuesday, April 12.

By direction of the Secretary of War, the following-named unassigned officers will at once repair to New York city and report for examination to Brevet Major-General McDowell, president of the retiring board convened by Special Orders No. 76, April 2, 1870, from this office: Brevet Lieutenant-Colonel I. S. Catlin, captain; Brevet Lieutenant-Colonel T. A. Dodge, captain; Brevet Lieutenant-Colonel E. B. Knox, first lieutenant.

Brevet Major William Nelson, captain, unassigned, having completed the duty for which he was ordered to this city by Special Orders No. 27, February 2, 1870, from this office, will repair to his home and await orders.

By direction of the Secretary of War, Brevet Major William Nelson, captain, unassigned, is hereby authorized to draw commutation of fuel and quarters while on duty in this city under Special Orders No. 27, February 2, 1870, from this office, provided he has not been furnished in kind or commutation thereof elsewhere.

Permission to delay twenty days in complying with Special Orders No. 80, paragraph 1, April 7, 1870, from this office, directing him to join his regiment in the Department of Texas, is hereby granted First Lieutenant O. B. Read, Eleventh U. S. Infantry.

The extension of leave of absence granted Assistant Surgeon S. A. Storow, brevet major, in Special Orders No. 54, March 7, 1870, from this office, is hereby further extended thirty days.

So much of Special Orders No. 79, paragraph 3, April 6, 1870, from this office, as directs that Hospital Steward Albert V. Arnet, U. S. Army, now serving at post hospital, Omaha Barracks, Nebraska, will without delay report by letter to the commanding general Department of the Missouri for assignment to duty, is hereby amended to read: Hospital Steward Albert V. Arnet.

The time for which Brevet Lieutenant-Colonel R. E. Johnston, captain First U. S. Infantry, was authorized to remain on temporary duty at Louisville, Ky., by Special Orders No. 51, March 3, 1870, from this office, is hereby extended ten days.

Wednesday, April 13.

First Lieutenant John E. Hosmer, Thirtieth U. S. Infantry, is hereby authorized to draw advance mileage from this city to Fort Shaw, Montana Territory, under Special Orders No. 5, January 7, 1870, from this office, directing him to join his regiment.

First Lieutenant P. W. Horrigan, unassigned, will repair to Vermilion, Dakota Territory, by the fourth Monday of June next, and put himself in communication with Warren Cowles, Esq., United States attorney for Dakota Territory, for the purpose of giving his testimony before the District Court of the United States in the case of the United States against Wm. Barry. As soon as his services can be dispensed with he will return to his home.

Private Jacob Warner, Company B, Thirtieth U. S. Infantry, will repair to Vermilion, Dakota Territory, by the fourth Monday of June next, and report in person to Warren Cowles, Esq., United States attorney for Dakota Territory, for the purpose of giving his testimony before the District Court of the United States in the case of the United States against Wm. Barry. As soon as his services can be dispensed with he will return to his proper station.

Brevet Major B. B. Keeler, captain, unassigned, is hereby relieved from duty in the Department of Texas and will report in person without delay to the commanding general Department of the South for assignment to duty.

Colonel Arthur T. Lee, U. S. Army (retired), having been appointed by the Secretary of War governor of the Soldiers' Home, on the recommendation of the Board of Commissioners thereof, will report accordingly.

Brevet Brigadier-General H. W. Wessells, lieutenant-colonel, unassigned, will, in addition to his present duties, perform the duties of superintendent of General Recruiting Service, Cincinnati, Ohio. He will still keep his quarters at Newport Barracks, Kentucky. This order to take effect May 1, 1870.

The leave of absence granted Brevet Captain J. Q. Adams, first lieutenant First U. S. Cavalry, in Special Orders No. 37, March 2, 1870, from headquarters Military Division of the Pacific, is hereby extended four months.

Leave of absence for fifteen days, to date from the 15th instant, is hereby granted Brevet Brigadier-General N. W. Brown, assistant paymaster-general.

Upon the recommendation of the Quartermaster-General, Paragraph 4, Special Orders No. 83, April 11, 1870, from this office, relieving Captain Hamilton Lieber, military storekeeper, Quartermaster's Department, from duty at Fort Union, New Mexico, and directing him to report in person to the commanding general Department of the South for assignment at Charleston, South Carolina, relieving Captain A. Barrett, military storekeeper, Quartermaster's Department, is hereby so amended as to direct Captain Lieber to report in person to the commanding general Department of Dakota for duty at Fort Snelling, Minnesota, relieving Captain William P. Martin, military storekeeper, Quartermaster's Department.

Thursday, April 14.

By direction of the Secretary of War, Second Lieutenant John Pitman, Jr., Ordnance Department, is hereby relieved from duty at the St. Louis Arsenal, Missouri, and will report in person without delay to the superintendent of the U. S. Military Academy, West Point, New York, for duty.

A General Court-martial is hereby appointed to meet at West Point, New York, on the 18th day of April, 1870, or as soon thereafter as practicable, for the trial of Private Thomas McIntyre, of the U. S. Military Academy Detachment of Cavalry, and such other prisoners as may be brought before it. Detail for the court: Brevet Lieutenant Colonel H. A. Hascall, captain Fifth U. S. Artillery;

Brevet Lieutenant-Colonel P. S. Michie, captain Corps of Engineers; Captain Robert Catlin, unassigned; First Lieutenant James Mercur, Corps of Engineers; First Lieutenant C. E. L. B. Davis, Corps of Engineers; First Lieutenant James O'Hara, Third U. S. Artillery; Second Lieutenant A. H. Payson, Corps of Engineers; Second Lieutenant T. H. Barber, First Artillery, judge-advocate of the court.

The leave of absence granted Brevet Captain Selden A. Day, first lieutenant Fifth U. S. Artillery, in Special Orders No. 14, February 21, 1870, from headquarters Military Division of the Atlantic, is hereby extended four months.

First Lieutenant John F. Trout, U. S. Army, unassigned, will proceed to his home and await orders.

Upon his own request, Superintendent John A. Comerford, National Cemetery at Mobile, Alabama, is hereby discharged the service of the United States.

Upon his own request, First Lieutenant William F. Spurgin (brevet major), Twenty-fourth U. S. Infantry, will be dropped from the rolls of his regiment, and proceed to his home and await orders.

By direction of the Secretary of War, the Quartermaster's Department will furnish William Kidney, formerly private of Company D, Thirtieth U. S. Infantry, with transportation from Fort Sanders, Wyoming Territory, to this city, to enable him to enter the Soldiers' Home, the cost of which will be refunded to the Quartermaster's Department by the Surgeon General U. S. Army, from the fund appropriated for the benefit of discharged soldiers by act of Congress approved July 5, 1862.

Hospital Steward John Massey, U. S. Army, now serving at Post Hospital, Fort Independence, Boston Harbor, will report in person without delay to the commanding general Department of Dakota for assignment to duty.

Second Lieutenant Walworth W. Wood, Twentieth U. S. Infantry, is hereby authorized to draw two months' pay in advance, under Special Orders No. 79, April 6, 1870, from this office, directing him to join his regiment.

Brevet Lieutenant-Colonel J. M. Duffy, captain, unassigned, will report in person without delay to the commanding general Department of Dakota.

Friday, April 15.

Private James Gallagher, Company K, Seventeenth U. S. Infantry, who was in accordance with Special Orders No. 269, of December 16, 1869, from headquarters First Military District, transferred to the custody of the civil authorities at Washington, D. C., for trial on the charge of murder, having been acquitted, will without delay report in person to the commanding officer of his company for duty.

By direction of the Secretary of War, the sum of \$20 72 will be stopped against the pay of First Lieutenant C. B. Stambaugh, Second U. S. Cavalry, on account of subsistence stores purchased on credit from Brevet Major J. H. Belcher, assistant quartermaster, late acting commissary of subsistence at Fort Bridger, W. T., during the month of March, 1870, and for which he has failed to pay. The amount thus stopped will be turned over to Brevet Major Belcher.

By direction of the Secretary of War, the leave of absence granted Brevet Captain Thomas M. Canton, second lieutenant Eighteenth U. S. Infantry, in Special Orders No. 66, April 4, 1870, from headquarters Department of the South, is hereby extended three months, with permission to go beyond sea.

By direction of the Secretary of War, the sum of \$77 22 will be stopped against the pay of Second Lieutenant C. H. Leonard, Thirtieth U. S. Infantry, on account of subsistence stores found to be deficient at Fort Buford, D. T., while he was acting commissary of subsistence at that post, and for which he is responsible. The amount thus stopped will be turned over to the Subsistence Department.

Private Peter Holt, Company G, Nineteenth U. S. Infantry, now serving with his company at Baton Rouge, La., will repair to Yankton, D. T., by the first Monday of June next, and report in person to Warren Cowles, Esq., U. S. Attorney for Dakota Territory, for the purpose of giving his testimony before the District Court of the United States in the case of the United States against James Kehoe. As soon as his services can be dispensed with he will return to his proper station.

The unexecuted portion of the sentence of a general court-martial, promulgated in General Orders No. 78, of October 28, 1869, from headquarters Department of the South, directing that Private Thomas J. Ledwell, Company F, Eighth U. S. Infantry, "be dishonorably discharged the service of the United States, with loss of all pay and allowances now due or that may become due him, and to be confined at Fort Macon, North Carolina, for the period of two years," is hereby remitted, and he will be released from confinement upon the receipt of this order at the place where he may be confined.

The superintendent General Recruiting Service, Cincinnati, Ohio, will forward, under proper charge, all disposable recruits at Newport Barracks, Kentucky, to Fort Leavenworth, Kansas, where they will be reported upon arrival to the commanding general Department of the Missouri for assignment to the Fifteenth U. S. Infantry.

Unattached Recruit Nicholas Deeken, Thirtieth U. S. Infantry, who deserted August 1, 1869, and surrendered himself to the military authorities at Allegheny Arsenal, Pittsburgh, Pa., April 6, 1870, at which post he is now in confinement, will be sent under proper guard to Newport Barracks, Kentucky, to be forwarded to his command for trial as a deserter with the first detachment leaving that depot.

Saturday April 16.

Captain Charles M. Pyne, unassigned, will report in person without delay to the Chief Signal Officer of the Army for assignment to duty.

Captain F. H. Ross, unassigned, is hereby relieved from duty as acting signal officer in the Department of the Cumberland, and will proceed to his home and await orders.



Upon his own request, Captain George H. Higbee (brevet lieutenant-colonel), Thirtieth U. S. Infantry, will be dropped from the rolls of his regiment, and proceed to his home and await orders.

By direction of the President, Captain Alfred L. Hough (brevet lieutenant-colonel), U. S. Army, unassigned, is hereby transferred to the Thirtieth Infantry, and will report to his regimental commander for assignment to duty.

Upon his own application, approved by the regimental commander, Second Lieutenant Samuel K. Thompson, Twenty-fifth U. S. Infantry, is hereby transferred from Company C to Company A of that regiment, and will join his proper station without delay.

On the recommendation of the regimental commander, Second Lieutenant J. W. Steele, Twenty-fourth U. S. Infantry, is hereby transferred from Company F to Company E of that regiment.

The resignation of First Lieutenant Theodore K. Gibbs (brevet major), First U. S. Artillery, has been accepted by the President, to take effect May 1, 1870, on condition that he receive no final payments until he shall have satisfied the Pay Department that he is not indebted to the United States.

Monday, April 18.

First Lieutenant James Burns, Fifth U. S. Cavalry, will, upon the expiration of the permission to delay reporting for duty granted him in Special Orders No. 65, March 21, 1870, from this office, proceed without delay to join his regiment in the Department of the Platte, and is authorized to draw advance mileage from this city to Fort McPherson, Nebraska, the station of his company.

So much of Special Orders No. 32, March 14, 1870, from headquarters Department of Virginia, as confirms the verbal orders from the same Department of March 8, 1870, placing First Lieutenant Paul R. Hambrick, unassigned, on temporary special duty, and directing him to proceed to Graham, N. C., and return; and so much of Special Orders No. 45, April 5, 1870, from the same headquarters, relieving him from special duty, are hereby confirmed.

The Quartermaster's Department will furnish transportation for Dr. E. J. O'Callaghan, one guard, and six insane men, late volunteer soldiers, from the National Military Asylum, eastern branch, Augusta, Me., to Washington, D. C., and to Dr. O'Callaghan and guard back to Augusta. The cost of this transportation will be paid by the Surgeon-General of the Army.

The extension of leave of absence granted Second Lieutenant Gilbert E. Overton, Sixth U. S. Cavalry, in Special Orders No. 32, February 8, 1870, from this office, is hereby further extended thirty days.

The resignation of Major David G. Swaim, judge-advocate U. S. Army, of his commission of second lieutenant, unassigned (only), has been accepted by the President, to take effect April 14, 1870.

## ARMY PERSONAL.

ACTING Assistant Surgeon Edward Bennett, U. S. Army, has been ordered to Ringgold Barracks, Texas, for duty.

MAJOR D. G. Swaim, judge-advocate U. S. Army, was on the 1st announced as judge-advocate of the Department of the Missouri.

BREVET Colonel John Moore, surgeon U. S. Army, is announced as attending surgeon to officers and their families in New York city.

LEAVE of absence for seven days granted Brevet Colonel Guy V. Henry, captain First U. S. Artillery, was on the 14th extended seven days.

LEAVE of absence for fifteen days, to go beyond the limits of the Department of Dakota, was, April 12, granted Major R. C. Walker, paymaster U. S. Army.

BREVET Lieutenant-Colonel Z. R. Bliss, major Twenty-fifth Infantry, was ordered on the 7th to Forts Jackson and St. Philip, La., to assume command of that post.

BREVET Brigadier-General J. C. McFerran, deputy quartermaster-general, was on the 4th announced as chief quartermaster of the Military Division of the South.

BREVET Colonel W. S. King, surgeon U. S. Army, is announced as medical director of the Department of Virginia, to relieve Brevet Colonel John Moore, surgeon U. S. Army.

BREVET Colonel Frederick W. Benteen, captain Seventh U. S. Cavalry, was on the 15th ordered to report without delay at headquarters Department of the Missouri for special duty.

BREVET Lieutenant-Colonel Henry Inman, captain and assistant quartermaster U. S. Army, has been assigned to temporary duty in the office of the chief quartermaster of the Department of Dakota.

LEAVE of absence for twenty days has been granted Brevet Major-General D. S. Stanley, colonel Twenty-second Infantry, to take effect upon the adjournment of the general court-martial of which he is a member.

THE names of Brevet Major S. M. Whitlaid, captain Sixth U. S. Cavalry, and First Lieutenant George W. Smith, U. S. Army, were registered at the headquarters Fifth Military District (Texas) for the week ending April 9.

LEAVE of absence for thirty days, with permission to apply to headquarters Military Division of the South for an extension of thirty days, based upon surgeon's certificate of disability, was, April 8, granted Second Lieutenant J. C. Fortune, Nineteenth Infantry.

BREVET Major Samuel C. Greene, captain U. S. Army, unattached, was on the 14th ordered to report to and take post at Madison Barracks, Sackett's Harbor, New York, reporting to Surgeon E. P. Vollum, U. S. Army, for medical treatment, under the instructions to be given by the medical director of the Department of the East.

THE following officers were registered at headquarters Department of the East, for the week ending April 20, 1870: Brevet Lieutenant-Colonel I. S. Catlin, U. S. Army; Brevet Lieutenant-Colonel S. K. Schwenk, U. S. Army; Lieutenant Henry Seton, Fourth U. S. Infantry; Captain George Lancaster, Seventeenth U. S. Infantry; Brevet Major J. P. Hatch, major Fourth Cavalry; Brevet Major General Wager Swayne, U. S. Army; Captain James McMillan, Twenty-third Infantry; Lieutenant Allyn Capron, First Artillery; Surgeon C. C. Gray, U. S. Army.

A GENERAL Court-martial was appointed to meet at Fort Hamilton, New York harbor, on the 15th. Detail: Brevet Lieutenant-Colonel H. W. Closson, captain First U. S. Artillery; Brevet Lieutenant-Colonel L. L. Langdon, captain First U. S. Artillery; First Lieutenant J. W. Dillenback, First U. S. Artillery; Brevet Captain R. G. Shaw, first lieutenant First U. S. Artillery; First Lieutenant L. A. Chamberlin, First U. S. Artillery; First Lieutenant J. E. Bell, First U. S. Artillery. Brevet Captain D. D. Wheeler, first lieutenant First U. S. Artillery, judge-advocate.

A GENERAL Court-martial was appointed to meet at Fort Porter, Buffalo, N. Y., on the 15th. Detail: Brevet Brigadier-General M. D. Hardin, major First U. S. Infantry; Brevet Lieutenant-Colonel Sheldon Sturgeon, captain First U. S. Infantry; Brevet Lieutenant-Colonel R. E. Johnston, captain First U. S. Infantry; Brevet Major A. P. Caraher, first lieutenant First U. S. Infantry; First Lieutenant F. E. Pierce, First U. S. Infantry; Second Lieutenant J. C. Morrison, Jr., First U. S. Artillery. First Lieutenant W. L. Foulk, U. S. Army, unattached, judge-advocate.

A General Court-martial was to convene at the military camp near Austin, Texas, April 7. Detail: Brevet Brigadier-General Lawrence P. Graham, colonel Fourth U. S. Cavalry; Brevet Major Samuel T. Cushing, captain and commissary of subsistence, U. S. Army; Captain George G. Hunt, Fourth U. S. Cavalry; Brevet Major Edwin E. Sellers, captain Tenth U. S. Infantry; Brevet Lieutenant Colonel Thomas B. Hunt, captain and assistant quartermaster, U. S. Army; First Lieutenant Clinton J. Powers, Fourth U. S. Cavalry; First Lieutenant David A. Irwin, Fourth U. S. Cavalry. First Lieutenant James P. Richardson, U. S. Army, judge-advocate.

## CHANGES OF STATIONS.

THE following is a list of the changes of stations of troops reported at the War Department since last report:

Companies B and E, Third Cavalry, assigned to duty at Camp McDowell, A. T.  
Company F, Third Cavalry, assigned to duty at Camp Grant, A. T.  
Company H, Third Cavalry, assigned to duty at Camp Goodwin, A. T.  
Company K, Third Cavalry, assigned to duty at Camp Bowie, A. T.  
Company D, Eighth Cavalry, assigned to duty at Fort Bascom, N. M.  
Companies E and K, Eighth Cavalry, assigned to duty at Fort Wingate, N. M.  
Companies F and L, Eighth Cavalry, assigned to duty at Fort Union, N. M.  
Company G, Eighth Cavalry, arrived at Fort Seiden, N. M., to garrison said post.  
Company E, Fourth Artillery, from Fort McHenry, Md., to Charleston, West Va., March 15. Arrived at last named post.  
No change in headquarters or companies of infantry reported since April 13.

A MEETING of the officers of the Army and Navy of the United States was held March 30, at the headquarters Department of California, to decide what mark of respect would be suitable to pay to the memory of the late Major-General Thomas, and to his family. In response to a resolution that the two senior officers of the Army and Navy present take the chair, General Robert Allen, U. S. Army, and Commodore Edward Middleton, U. S. Navy, took the chair. Colonel John P. Sherburne, assistant adjutant-general U. S. Army, was chosen secretary. It being well known to all present that Mrs. Thomas objected to any public demonstration whatever, it was decided, out of regard to her wishes, that no procession or other public proceedings would be proper, but that the chairmen, General Allen and Commodore Middleton, address a suitable letter to Mrs. Thomas.

It was also decided that the officers individually and informally attend the remains of the deceased from San Francisco to Oakland. The letter sent to Mrs. Thomas was as follows:

SAN FRANCISCO, CALIFORNIA, March 31, 1870.

Mrs. George H. Thomas.

DEAR MADAM: At an informal meeting of the officers of the Army and Navy stationed in this city and harbor, General Robert Allen, chief quartermaster of the division, and Commodore Middleton of the Navy, were appointed a committee to address you a letter expressing the feelings of the meeting at the dire calamity which has so suddenly overtaken you.

In proceeding to perform the delicate task devolving upon us, we are not unmindful that it is your expressed wish that the sanctity of your grief should not be invaded by outward show, or eulogies spoken or written; but our feelings accord with those whom we represent, when they instruct us to say, that they desire a spontaneous expression of affection for the deceased, which, coming from the heart of each, will not fail to harmonize with your great sorrow.

It is the fortune of many to be feared and respected, the fortune of few to be revered and loved. Our friend belonged to the few, and was conscious of it, for how could he help it with the evidence constantly around him? and this was the kind of regard he most highly prized. While yet we write the telegraph is flashing despatches to every corner of the republic, in letters of fire, proclaiming that General Thomas is dead, and showing how mightily the heart of the nation is stirred. Ay, it is true that the few are loved, and fewer still are loved as was the illustrious dead. The God of battles spared him that the full development of his civic virtues might complete the perfection of his character.

We are aware, dear madam, that the glorious career of your husband does but add poignancy to your bereavement, nor can words assuage grief; but suffer us to mingle our tears with yours.

A NEW edition of M. Cermenin's political sketches contains the following comparison between the two Napoleons:

The nephew does not resemble the uncle either physically or morally. The latter was abrupt to his auditors, and fascinated them by his eagle glance to such a point as to disturb and confuse them. The other listens graciously, and is as phlegmatic as his uncle was impetuous. All those around the uncle could read the dramas which were passing act by act in the hero's brain. The nephew does not allow his intentions to be divined, and takes a pleasure in concealing his thoughts under his impassable features. The nephew would not have gained the great battle of Austerlitz, would not have hurried like lightning from one point to another in the last campaigns of France and in the first of Italy; would not have pronounced those memorable sayings become historical at the Pyramids, at Jena, and at Fontenoy; would not with a strong hand have methodically re-organized the municipalities of the conquered towns, improvised kingdoms, and gained fifty-five victories in fifty-seven battles. But, on the other hand, the uncle would not have planned the *coup d'état* of December with impenetrable secrecy, a firmness of hand, and a vigor of resolution, which have no parallel in history. The nephew may be reproached, like the uncle, with more than one caprice of imagination, like those of Strasbourg, Boulogne, Sebastopol, China, Cochinchina, and Mexico. But the blame is to be attributed less to a spirit of adventure than to the fault of the people, who should have preserved their veto over expeditions of that kind. But what the uncle would perhaps not have done, the nephew proposed unasked to the nation—namely, universal and secret suffrage, and a bill of indemnity for his illegal act. And of all the princes who have reigned over France, he has, without excepting Henry IV., the most loved the people and done the most for them; and I regret but one thing, which is, that being born with the grave and patient spirit of a Washington, he did not prefer liberty to absolutism, and the scarf of a decennial President open to re-election to the hereditary sceptre of an Emperor.

THE *Mechanics' Magazine* informs us that the series of experiments with the Harvey torpedo, carried out by direction of the British Government at Portsmouth, have so satisfied the authorities of the efficiency of the arm that Captain Harvey has been appointed to instruct the officers and men on board the *Excellent* and the *Cambridge* gunnery ships in the use of his torpedo. He has for years persistently urged on the government the necessity of adopting the torpedo in naval warfare, and the government has now requested him, at the expiration of his appointment, to submit his claim for compensation to them. Several torpedoes of various sizes, with break gear complete, have been ordered, and are now being made. We congratulate the country, adds the *Magazine*, upon the possession of what we termed in the article above referred to, "a torpedo sound in principle and efficient in practice," which it has proved itself to be, and we also congratulate Captain Harvey upon the general results of his labors.

SOME changes have again been decided on in the arrangements for the Camp of Chalons. It is now fixed to commence on June 1, with one series, and to close on August 31. The Emperor has selected as commander-in-chief the General of Division Frossard, governor of the Prince Imperial. The general had an active part in the taking of the Malakoff, where he directed the works of attack in quality of chief of the engineers of the Second corps d'armee (Boquet), which formed a part of the division MacMahon. It is said that a considerable addition will be made this year to the engineer force, which is to be sent to the camp. The selection of General Frossard probably signifies that the Prince Imperial, having mastered the rudiments of the military art and being able to handle a firelock, is now to be initiated into the mysteries of moving masses.

A CORRESPONDENT writes us from Fort Dodge, Kansas, April 14: "On the 6th inst., a party of Indians, or white men disguised as such, attacked the Government train, and ran off one hundred and forty-four mules. This occurred on the road whose termini are Fort Sill, I. T., and Fort Harker, Kansas. On receipt of intelligence at this fort, the commanding officer sent seventy soldiers in pursuit. It is thought this overt act will hasten the consolidation of the Third Infantry, already under orders to hold itself in readiness for marching orders."

IN conformity with the recent resolution of the House of Representatives charges have been preferred against Commander John H. Upshur for conduct unbecoming an officer, and the Secretary of the Navy ordered a general court-martial to convene in Washington on the 21st inst., for the trial of that officer. The following officers are detailed as members of the court: Rear Admiral L. M. Goldsborough, president; Commodore A. M. Pennock, Captains E. G. Parrott, William Reynolds, and Henry K. Davenport, and Commanders E. Simpson and William G. Temple. Mr. John W. Bell will act as judge advocate.

LEAVE of absence for thirty days, with permission to apply at Headquarters Military Division of the Missouri for an extension of thirty days, was granted Second Lieutenant John Little, Fifteenth U. S. Infantry, April 18, and to Captain J. P. Schindel, Sixth U. S. Infantry; and leave of absence for thirty days, with permission to apply at Headquarters Military Division of the Missouri for an extension of ten days, to Captain Philip L. Lee, Tenth U. S. Cavalry.



## THE NAVY.

The Editor invites for this Department of the JOURNAL all facts of interest to the Navy, especially such as relate to the movements of officers or vessels.

## VARIOUS NAVAL MATTERS.

A TELEGRAM dated San Francisco, April 18, says: Advice from Mazatlan to April 7 have been received. The United States steamer *Saranac* was in port.

A TELEGRAM dated Havana, April 19, says: The U. S. flag-ship *Severn* has gone to Santiago de Cuba to inquire into the outrage committed on Mr. Phillips, the American Consul at that port. The U. S. iron-clad *Dictator* is expected to call at Havana before proceeding north.

MR. STRONG has introduced in the House a bill in relation to the examination and appointment of military and naval cadets, which provides that no person shall be returned as a suitable candidate for admission to the cadet corps of the Military or Naval Academies, unless he has been found qualified after public examination. That each member of the House of Representatives shall appoint a suitable committee of three or more persons in his district as examiners of applicants for cadetships, and give notice through the newspapers of his district of the time and place of such examination; and said examiners shall decide and report as to the qualifications of such applicants on evidence of scholarship and attainments, vigor and elasticity of body, energy and decision of mind, and every mark of aptitude for military or naval duties and services. And each member of the House of Representatives shall make returns to the Secretary of War, or of the Navy, of the first three persons so examined, arranged in the order of merit as designated by the examiners.

THE following facts are reported from the Norfolk, Va., Navy-yard: April 12.—Second Lieut. S. B. Quackenbush, U. S. Marine Corps, reported for duty at this yard to-day. April 13.—While moving the boilers of the U. S. tug *Standish* from the dock to the boiler-shop this morning, one of the rails of the railroad broke, and one of the oxen was killed by the boiler falling on him. The U. S. steamer *Frolic* left her anchorage this morning for the "banks." April 14.—The U. S. tug *Triana*, Master W. T. Buck commanding, came out of the dry dock this morning at 9 A. M., and left this yard at 10:45 A. M. for New York Navy-yard. The steamer *City of Port-au-Prince*, Captain B. B. Jackson, of New York, was towed from Norfolk to this yard to-day, and placed in the dry dock at 12:40 P. M. April 15.—U. S. tug *Mercury*, Master W. H. Brice commanding, arrived at this yard at 4:25 P. M. from Washington, D. C., as a convoy to the U. S. monitor *Terror*; she needs a few repairs and coat. Boatswain Miller has been detached from this yard, and ordered to the U. S. school-ship *Savannah*. April 16.—The U. S. steamer *Iroquois* arrived at the naval anchorage this morning.

In the Senate on the 13th, Mr. Anthony brought in a bill for the better organization of the medical department of the Navy of the United States, which provides that after the passage of the act no person shall receive the commission of assistant surgeon in the Navy of the United States unless he shall have received a diploma from a medical college of acknowledged high standing, and shall have passed a satisfactory physical examination before a board of naval surgeons, who shall be designated for that purpose by the Secretary of the Navy; and no person shall receive the commission of passed assistant surgeon in the Navy of the United States until he shall have served at least two years as an assistant surgeon on board a public vessel of the United States, at sea, and unless, also, he shall have been examined and approved by a board of surgeons, constituted for this purpose by the Secretary of the Navy. That in the examination of medical officers of the Navy, there shall not be established by the board any rule limiting the candidate for appointment or promotion to any particular school of medicine.

THE Senate Committee on Naval Affairs, to whom were referred the petitions of William A. Parker, captain, and William Gibson, commander, U. S. Navy, both praying to be restored to the active list of the Navy, have reported as follows: "That William A. Parker, captain, and William Gibson, commander, in the U. S. Navy, were each examined before a board of officers for promotion, and, failing to be recommended for promotion, were each, in accordance with law, placed on the retired list. It would manifestly be impracticable, if not impossible, for Congress or its committees to review the proceedings of such boards in every case, and examine the evidence on which parties had been retired; for, if such a course were adopted, examining boards might be dispensed with, and Congress assume these duties. But there may be cases where, through error, accident, and mistake, injustice may have been done, which the Executive Department cannot correct without the aid of congressional action. It may be added that cases are becoming numerous where officers of the Navy ask to be advanced in rank on the Navy Register by congressional action. The law now provides for the advancement of any officer of the Navy 'for eminent and conspicuous conduct in battle, or extraordinary heroism in the line of his profession;' and there may be instances where in this, as in other matters, injustice may have been done; but we do not think good discipline, so essential in this service, would be subserved by Congress interfering to advance one to the detriment of many. The Committee therefore ask to be discharged from the further consideration of these petitions, and they take this means to make public the following resolution, adopted by them for their guidance in these and similar cases: *Resolved*, That in the judgment of this Committee Congress ought not to entertain applications of officers for restoration from the retired to the active list of the Navy, or for changes of

rank or grade, unless such restoration or change be recommended by the Executive Department."

THE *Iroquois*, just returned from the Asiatic squadron, left Sandy Hook February 3, 1867, to join the Asiatic squadron, visiting, during her cruise, the most important islands in the Indian and China seas and many of the ports of China and Japan, performing important service in those waters. At Osaka, Japan, the American, Prussian, Italian, and Dutch Ministers, several consuls, secretaries and clerks of the different foreign legations, the Tycoon and several officers of high rank, sought refuge aboard the *Iroquois* from the rebels, who had possession of the city. At Hong Kong, in November last, while firing a salute in honor of his Royal Highness Prince Alfred, a premature explosion of a nine-inch gun blew overboard, through the port, five seamen, who were immediately picked up, and each found to have lost an arm. Upon learning of this disaster the Prince sent one of his officers to inquire after the condition of the men, and presented each with a purse containing twenty-five pounds. On the 29th of November the *Iroquois* steamed out of Hong Kong harbor, homeward bound, and arrived at the Cape of Good Hope February 3, after a pleasant passage. During her cruise the *Iroquois* lost five men from disease and sailed 48,316 miles. The complement of the *Iroquois* comprises thirty-seven petty officers, forty-six ordinary seamen and landsmen, twelve naval apprentices, fifteen coal-heavers, and fifteen marines. She brings fifty-six supernumeraries from the ships *Delaware*, *Maumee*, and *Unadilla*, whose terms of service having expired, they were sent home to be discharged from the service. The officers were much shocked to hear of the sad fate of the *Oneida* and could hardly credit the statement. They had heard nothing of the occurrence until boarded by the pilot at the Capes. The following is the list of the *Iroquois*' officers: Commander R. L. Law, commanding; Lieutenant-Commander Nicoll Ludlow; Lieutenant John McGowan, Jr.; Masters Geo. A. Bicknell, H. R. Wilson, W. H. Emory; Ensigns J. F. Meigs, F. M. Wise, H. G. O. Colby; Midshipmen D. Kennedy, H. Smith, William J. Barnett, W. O. Sharrer, George W. Tyler; Surgeon T. W. Leach; Paymaster A. D. Bache; First Assistant Engineer H. B. Nones; Second Assistants W. W. Heaton, J. T. Smith; Third Assistant Thomas Clarke; Boatswain Herman Peters; Captain's Clerk T. M. Spencer; Sailmaker J. E. Crowell.

## LIST OF VESSELS OF THE U. S. NAVY, WITH THEIR STATIONS.

Ajax	Iron-clad	Laid up at New Orleans.
Alaska	Screw	On way to Asiatic station.
Albatross	Screw	Repairing at New York.
Albatross	Iron-clad	Laid up at League Island.
America	Yacht	Naval Academy.
Amphitrite	Iron-clad	Naval Academy.
Antietam	Screw	On stocks at Philadelphia.
Ashelet	Paddle-wh'l.	Asiatic fleet.
Bentley	Screw	Asiatic fleet; on way out.
Blue Light	Screw	Laid up at Boston.
Brooklyn	Screw	Repairing at Philadelphia.
California	Screw	Fitting at Portsmouth.
Canandaigua	Screw	Repairing at New York.
Canopus	Iron-clad	Laid up at League Island.
Camanche	Iron-clad	Mare Island yard.
Catalpa	Screw	Laid up at New York.
Catfish	Iron-clad	Laid up at League Island.
Chattanooga	Screw	Laid up at League Island.
Chickasaw	Iron-clad	Laid up at New Orleans.
Cintion	Screw	Laid up at New York.
Cohasset	Screw	In use at Boston yard.
Cohasset	Iron-clad	Laid up at League Island.
Colorado	Screw	On way to Asiatic fleet.
Colosseus	Iron-clad	On the stocks at New York.
Congress	Screw	Flag-ship, South Squadron, N. A. fleet, Commodore Green.
Connecticut	Screw	On the stocks at Boston.
Constellation	Sloop	Repairing at Norfolk.
Constitution	Frigate	Naval Academy.
Cyanide	Sloop	Pacific fleet; at Sitka.
Dacotah	Screw	Repairing at Mare Island.
Dale	Sloop	Practice ship, Naval Academy.
Delaware	Screw	Flag-ship, Asiatic fleet; waiting the Colorado, her relief.
Dictator	Iron-clad	North Atlantic fleet.
Emerald	Screw	In use at Portsmouth.
Ethel	Iron-clad	Laid up at New Orleans.
Florida	Screw	In ordinary at New York.
Fortune	Screw	Laid up at Washington.
Franklin	Screw	Flag-ship European fleet.
Frolic	Paddle-wh'l.	Ordered to Fishing Grounds.
Galena	Screw	Repairing at Norfolk.
Gettysburg	Paddle-wh'l.	Laid up at New York.
Glance	Screw	Laid up at League Island.
Guard	Store-ship	Darien expedition.
Guerriere	Screw	Repairing at New York.
Hartford	Screw	Repairing at New York.
Idaho	Iron-clad	Laid up at Washington.
Idaho	Screw	Store-ship Asiatic fleet; Yokohama.
Illinois	Screw	On stocks, Portsmouth.
Independence	Frigate	Receiving ship, Mare Island.
Iowa	Screw	Laid up at Boston.
Iris	Iron-clad	Laid up at New Orleans.
Iroquois	Screw	Returning from Asiatic fleet; daily expected at Norfolk.
Jamestown	Sloop	Pacific fleet; on cruise to Caroline I'ds.
Jason	Iron-clad	Laid up at League Island.
Java	Screw	On the stocks at New York.
Jean Band	Screw	In use at Norfolk yard.
Junata	Screw	European fleet.
Kansas	Screw	Repairing at Washington.
Kearsarge	Screw	Pacific fleet; South American coast.
Kewadin	Iron-clad	Laid up at New Orleans.
Klamath	Iron-clad	Laid up at New Orleans.
Koka	Iron-clad	Laid up at League Island.
Lackawanna	Screw	Repairing at Mare Island.
Lancaster	Screw	Flag-ship South Atlantic fleet.
Lehigh	Iron-clad	Laid up at League Island.
Leyden	Screw	In use at Boston.
Macedonian	Sloop	Practice ship, Naval Academy.
Mahopac	Iron-clad	Laid up at Washington.
Manhattan	Iron-clad	Laid up at New Orleans.
Marietta	Iron-clad	Laid up at Mound City.
Marion	Sloop	On stocks, Portsmouth, N. H.
Massachusetts	Iron-clad	Naval Academy.
Mayflower	Screw	In use at Norfolk.
Mercury	Paddle-wh'l.	Ready for service, Washington.
Miantonomoh	Iron-clad	In commission at Boston.
Michigan	Paddle-wh'l.	Headquarters at Erie.
Mignonette	Paddle-wh'l.	Mound City Station.
Minnesota	Screw	Fitting at New York.
Minnetonka	Iron-clad	Laid up at League Island.
Modoc	Iron-clad	Laid up at League Island.
Mohican	Screw	Pacific fleet; rep'g at Mare Island.
Mohongo	Paddle-wh'l.	Laid up at Mare Island.
Monadnock	Iron-clad	San Francisco.
Monocacy	Screw	Pacific fleet.
Monongahela	Screw	Fitting at New York.
Montana	Iron-clad	Laid up at Washington.
Monterey	Screw	In use at Mare Island.
Nahant	Iron-clad	Laid up at League Island.

Nantasket	Screw	North Atlantic fleet.
Nantucket	Iron-clad	Laid up at League Island.
Napa	Iron-clad	Laid up at League Island.
Narragansett	Screw	Repairing at Portsmouth.
Naucutt	Iron-clad	Laid up at League Island.
Nebraska	Iron-clad	On the stocks at Philadelphia.
Nevada	Screw	In ordinary at New York.
N. Hampshire	Ship-of-line	Receiving ship at Norfolk, and flag-ship of Port Admiral.
New Orleans	Ship-of-line	On stocks Hackett's Harbor.
New York	Screw	On stocks, New York.
Niagara	Screw	Repairing at Boston.
Nina	Screw	Torpedo Station, Newport.
Niobe	Iron-clad	Laid up at League Island.
Nipsic	Screw	Darien expedition.
Niack	Screw	Pacific fleet; near Panama, co-operating with Darien expedition.
Ohio	Ship-of-line	Receiving ship, Boston.
Onondaga	Screw	In ordinary at New York.
Oregon	Iron-clad	Pacific fleet; South American coast.
Oscola	Iron-clad	Laid up at Mound City.
Ossipee	Screw	Pacific fleet; flag-ship of Com's Taylor, North Squadron.
Otego	Iron-clad	Laid up at League Island.
Palos	Screw	Fitting out at Boston.
Passaic	Iron-clad	Laid up at Philadelphia.
Pawnee	Screw	In ordinary at Norfolk.
Pennsylvania	Screw	On the stocks, Boston.
Pensacola	Screw	Pacific fleet; rep'g at Mare Island.
Periwinkle	Screw	Laid up at Washington.
Pilot	Paddle-wh'l.	Naval Academy, Annapolis.
Pilgrim	Store-ship	Ready for service, at Philadelphia.
Pinta	Screw	In use at Philadelphia.
Piscataqua	Iron-clad	Laid up at Washington.
Plymouth	Screw	European fleet; rep'g at Portsmouth.
Port-fire	Screw	Repairing at Portsmouth.
Portsmouth	Sloop	South Atlantic fleet.
Potomac	Frigate	Receiving ship at Philadelphia.
Powhatan	Paddle-wh'l.	In ordinary at Philadelphia.
Primrose	Paddle-wh'l.	Laid up at Washington.
Puritan	Iron-clad	Laid up at League Island.
Quinnabug	Screw	South Atlantic fleet.
Raillet	Store-ship	In ordinary at New York.
Rosacea	Screw	Pacific fleet.
Roscoe	Screw	In use at Washington Yard.
Richmond	Screw	European fleet.
Roanoke	Iron-clad	In ordinary at New York.
Rocket	Screw	In ordinary at New York.
Rose	Screw	In use at Pensacola.
Sabine	Frigate	Special cruise.
Saco	Screw	Repairing at Norfolk.
Saginaw	Paddle-wh'l.	Pacific fleet.
Sandusky	Iron-clad	Laid up at Mound City.
Santee	Frigate	Gunnery ship, Naval Academy.
Saratoga	Paddle-wh'l.	Flag-ship Pacific fleet.
Saratoga	Sloop	Fitting out at N. W. York.
Saugus	Iron-clad	North Atlantic fleet.
Savannah	Sloop	Practice ship Naval Academy.
Seminole	Screw	Laid up at New York.
Severn	Screw	Flag-ship, North Atlantic fleet.
Shawmut	Screw	Repairing at New York.
Shawnee	Iron-clad	In ordinary at Boston.
Shenandoah	Screw	Fitting out at Boston.
Snowdrop	Screw	In use at Norfolk yard.
Sorrel	Screw	Repairing at Philadelphia.
Speedwell	Screw	In use at Portsmouth.
Standish	Screw	Laid up at Norfolk.
St. Lawrence	Frigate	Used for marine, Norfolk.
St. Louis	Sloop	In use at League Island.
St. Mary's	Sloop	Pacific fleet.
Spyglass	Torpedo-wh'l.	Laid up at New York.
Suncook	Iron-clad	Laid up at League Island.
Supply	Store-ship	European fleet.
Susquehanna	Paddle-wh'l.	Repairing at New York.
Swatara	Screw	North Atlantic fleet.
Tallapoosa	Paddle-wh'l.	Special Service.
Tennessee	Screw	Completing at New York.
Terror	Iron-clad	North Atlantic fleet.
Ticonderoga	Screw	Repairing at Boston.
Triana	Screw	In use at Washington yard.
Tuscarora	Screw	North Atlantic fleet.
Umpqua	Iron-clad	Laid up at New Orleans.
Vandalia	Sloop	Receiving ship at Portsmouth; flag-ship of Port Admiral.
Vanderbilt	Paddle-wh'l.	Laid up at Mare Island.
Vermont	Ship-of-line	Receiving ship at New York.
Virginia	Ship-of-line	On the stocks at Boston.
Wabash	Screw	Repairing at Boston.
Wachusett	Screw	Repairing at New York.
Wasp	Paddle-wh'l.	South Atlantic fleet.
Wasuc	Iron-clad	Laid up at Boston.
Winnebago	Iron-clad	Laid up at New Orleans.
Worcester	Screw	Fitting out at Boston.
Wyandank	Store-ship	Naval Academy.
Wyandotté	Iron-clad	Laid up at New Orleans.
Wyoming	Screw	Repairing at Portsmouth.
Yantic	Screw	North Atlantic fleet.
Yazoo	Iron-clad	Laid up at League Island.
Yuma	Iron-clad	Laid up at New Orleans.

## NAVY GAZETTE.

## REGULAR NAVAL SERVICE.

## ORDERED.

APRIL 13.—Ensign Eugene D. F. Heald, to signal duty at Washington.

APRIL 14.—Ensign A. R. Couden, to signal duty at Washington, D. C.

APRIL 15.—Captain E. G. Parrott, to Washington, for examination for promotion.

First Assistant Engineer Daniel W. Graftley, to duty at League Island, Pa.

APRIL 15.—Lieutenant Eugene W. Watson, to the *Frolic*.

## DETACHED.

APRIL 14.—Lieutenant-Commanders George T. Davis and Charles W. Tracy, Master J. N. Hemphill, and Ensign Edward M. Day, from the *Plymouth* on the 25th inst., and waiting orders.

First Assistant Engineer W. K. Furse, from the Navy-yard, New York, and ordered to the *Saugus* to relieve First Assistant Engineer Cipriano Andrade, detached and ordered home.

APRIL 15.—Boatswain Robert Dixon, from the *Richmond*, and granted sick leave.

APRIL 19.—Commander Richard L. Law, from the command of the *Iroquois*, and placed on waiting orders.

Lieutenant-Commander Nicoll Ludlow, Surgeon Thomas W. Leach, Sailmaker J. E. Crowell, First Assistant Engineer H. B. Nones, and Second Assistant Engineer W. W. Heaton, from the *Iroquois*, and placed on waiting orders.

Lieutenant John McGowan, Jr.; Masters Geo. A. Bicknell, H. R. Wilson, and W. H. Emory; Ensigns John F. Meigs, F. M. Wise, and H. G. O. Colby; Midshipmen Eucene Kennedy, Huntington Smith, Wm. J. Barnett, W. O. Sharrer, and Geo. W. Tyler, from the *Iroquois*, and ordered to examination for promotion.

Paymaster A. D. Bache, from the *Iroquois*, and ordered to settle his accounts.

## APPOINTMENT REVOKED.

APRIL 19.—Boatswain Herman Peters.

## LIST OF DEATHS

In the Navy of the United States, which have been reported to the Chief of the Bureau of Medicine and Surgery for the week ending April 16, 1870:

Matthew Davis, seaman, March 4, U. S. steamer *Nipsic*.  
Charles M. Cobia, second-class boy, October 23, U. S. steamer *Jamestown*.



## REORGANIZATION OF THE NAVY.

THE House Naval Committee have closed their labors on the bill providing for the reorganization of the Navy. As the same is perfected in committee, the first section reduces the number of lieutenant-commanders to eighty, but vacates no commissions.

The second section fixes the number of masters and ensigns at one hundred in each grade.

The third section provides for the medical corps of the Navy as follows: Fifteen medical directors with the rank of captain; fifteen medical inspectors with the rank of commander; fifty surgeons with the rank of lieutenant-commander; one hundred assistant surgeons with the rank of master, with promotion to lieutenants after three years' service and examination. Pay corps: Thirteen pay directors with the rank of captain; thirteen pay inspectors with the rank of commander; fifty paymasters with the rank of lieutenant-commander; forty passed assistant paymasters with the rank of lieutenant; twenty assistant paymasters with the rank of master. Engineer corps: Ten chief engineers with the rank of captain; fifteen chief engineers with the rank of commander; twenty-five chief engineers with the rank of lieutenant-commander; one hundred first assistant engineers with the rank of lieutenant; one hundred second assistant engineers with the rank of master.

The chiefs of the Bureaus of Medicine and Surgery, Provisions and Clothing, and Steam Engineering, have the rank of commodore while holding said position. If retired, the same pay as at present, and shall have the title of surgeon-general, paymaster-general, and engineer-in-chief.

The bill also provides for two naval constructors with the rank of captain; three naval constructors with the rank of commander; three naval constructors with the rank of lieutenant-commander; four naval constructors with the rank of lieutenant; four chaplains with the rank of captain; seven chaplains with the rank of commander, and not more than seven with the rank of lieutenant-commander; three professors of mathematics with the rank of captain; four professors of mathematics with the rank of commander; four professors of mathematics with the rank of lieutenant; two civil engineers with the rank of captain; two civil engineers with the rank of commander; four civil engineers with the rank of lieutenant-commander; secretary of admiral to rank as captain; secretary of vice-admiral to rank as commander.

Officers of the staff who have served faithfully forty-five years when retired, shall rank with commodore, and, if retired at the age of sixty-two years, shall, after having been forty years in the service, have the rank of commodore when retired. If retired for causes incident to the service before arriving at sixty-two years of age, shall have the rank they held on the active list.

The office of solicitor and naval judge-advocate is continued and established.

Commanding officers take precedence of all staff officers under their commands, and no staff officer in virtue of his rank shall exercise command or authority in the line of the Navy, or in any staff corps, except the corps to which he belongs, and in processions on shore, or courts-martial, summary courts, courts of inquiry, boards of survey, and all other boards, the line and staff officers take precedence according to rank.

## NAVAL GROWLS, OR THE GOOD OF GRUMBLING.

THE *London Broad Arrow* thus frankly discourseth with its naval readers. Though we reproduce the sketch, we of course understand that it can have no possible application to our own naval service, to which we present it by way of warning and not of criticism:

Many years ago there lived in the rural districts of the midland counties a charitable old lady who gave annually a Christmas feast to the school-children in her parish. It was the delight of the old soul to sustain the profuse hospitality of the olden time. There was always the orthodox roast-beef and plum pudding, plenty of mince pies and jam tarts, with sweets and other good things suited to the taste of boys and girls. It was the custom of the old lady to make a sort of little procession with the parson and other friends round the room toward the conclusion of the feast, and to interchange little civilities with the small folk.

On one occasion during her progress she observed a fat, rosy-cheeked little fellow who seemed anything but happy amidst the good cheer. The old lady, patting him on the head, asked him what was the matter? To which he sorrowfully replied that he could not eat any more pudding! "Never mind about that," she replied, "put it in your pocket." It is the last straw that breaks the camel's back. The little fellow's cup of sorrow was already filled to the brim; this last drop made it brim over. Shifting his fat little fists into both eyes, he burst into tears, and, almost choking with sobs, stammered out, "They are both full already, ma'am!"

Are there any of our naval readers whose case resembles that of our little friend? We sadly fear it. We have known naval men who by help of good service and good friends have tripped up the ladder of promotion gallantly and rapidly, who have always had good ships and good stations, men who have tasted largely of the "sweets of the service," but we never remember in our experience to have met a naval officer who did not have his "pet growl."

He may have covered his cuffs with stripes, his breast with medals, and even, in rare cases, lined his pockets with "the spoil of the enemy," but we cannot call to mind one who thought himself compelled to part with that darling privilege, the right of grumbling.

We admit that such instances of good fortune are few and far between. We confess that naval men generally have had ample cause to grumble—that their interest, when weighed against political patronage, kicks the beam; but we think also that from constant practice the habit of "growling" has grown upon them, and we doubt if under any circumstances they could al-

together leave it off. We regard it in much the same light as we do snuff-taking or smoking. It consoles the individual, and does little harm to any one else.

The question we raise is, "the good of grumbling." Now, it cannot be denied that there are many things in the naval service that admit of improvement. It is equally true that there are many men of power and influence who would gladly lend their aid in carrying out reforms, either for the greater efficiency or better contentment of the Navy; but the endeavor is surrounded with difficulties. Many of the changes required in the Navy need in their advocate a considerable amount of technical knowledge. Many things proposed for the contentment of the service are to unprofessional men very puzzling; and it is only natural that they should turn to the Navy itself in order to ascertain its wants and wishes. When they do so, what is the result? They find as many complaints as there are naval men. Every one has his own grievance. How is this? Because naval men complain rather as a matter of habit than from conviction. Because they generally take a narrow and personal view of naval affairs rather than a broad and imperial estimate. They consider how each order will affect them personally, and not with reference to the welfare of the Navy. It must also be remembered that the British Government has 30,000,000 of people to govern, besides its dependencies; it cannot therefore devote much time or attention to individual complaints. It must be shown that grievances affect the service, or a large class of men, to gain any attention.

We believe that many of the anomalies would soon be swept away if naval men of good ability would devote their pens and influence to naval subjects. Public opinion is inert as regards naval affairs for want of sound information. None know better where the shoe pinches than the wearer, and naval men should be the clearest exponents of naval reforms.

We are aware that it is the practice of journalists to write pleasant things for their subscribers, and reserve their strictures for others. We have reversed this rule, but we do so in a frank and friendly spirit. What we feel to be most open to objection in the interest of the naval profession itself, is the want of union among the grumblers. As in a Dutch medley, every one sings his own song. The pith of our remarks on the "good of grumbling" therefore amounts to this: grumble if you must, yet grumble heartily and in one grand chorus, and above and before all things grumble with discretion.

## NAVY PENSION BILL.

In the House of Representatives, April 6, Mr. Archer, on leave, introduced the following bill, which was read twice, referred to the Committee on Naval Affairs, and ordered to be printed:

SEC. 1. That from and after the passage of this act, the following shall be the rate of pension per month, for total disability for the officers and other persons of the Navy and Marine Corps, hereinafter named: Admiral, \$150 per month; vice-admiral, \$110 per month; rear-admiral, \$80 per month; commodore, \$70 per month; captain, \$60 per month; commander, \$60 per month; lieutenant-commander, \$60 per month; lieutenant, \$50 per month; master, \$40 per month; ensign, \$30 per month; midshipman, \$30 per month; all warrant officers, \$30 per month.

## PERSONS OF INFERIOR RATING.

Pilot, \$18 per month; masters' mate, \$16 per month; master-at-arms, \$16 per month; yeoman, \$16 per month; machinists, \$16 per month; stewards to commanders-in-chief, \$16 per month; schoolmasters, \$15 per month; masters of the band, \$15 per month; cooks to commander-in-chief, \$15 per month; cabin stewards, \$15 per month; armorers, \$15 per month; chief boatswains' mates, \$14 per month; chief gunners' mates, \$14 per month; boatswains' mates in charge, \$14 per month; gunners' mates in charge, \$14 per month; chief quartermasters, \$14 per month; coxswains to commanders-in-chief, \$14 per month; carpenters' mates, \$14 per month; ship's cooks, \$14 per month; ship's writers, \$14 per month; cabin cooks, \$14 per month; wardroom stewards, \$14 per month; firemen, first class, \$14 per month; boatswains' mates, \$14 per month; gunners' mates, \$14 per month; quartermasters, \$12 per month; coxswains, \$12 per month; captains of the fore-castle, \$12 per month; captains of the top, \$12 per month; quarter gunners, \$12 per month; sailmakers' mates, \$12 per month; painters, first class, \$12 per month; captains of the hold, \$12 per month; captains of the afterguards, \$12 per month; bakers, \$12 per month; wardroom cooks, \$12 per month; fireman, second class, \$12 per month; painters, second class, \$12 per month; coopers, \$12 per month; armorers' mates, \$12 per month; ship's corporals, \$12 per month; carpenters, including caulkers, \$12 per month; musicians, first class, \$12 per month; stevedore steward, \$12 per month; seaman, \$12 per month; coal-heaver, \$12 per month; stevedore cook, \$10 per month; warrant officers' steward, \$10 per month; musicians, second class, \$10 per month; ordinary seaman, \$10 per month; warrant officers' cook, \$10 per month; landsmen, \$10 per month; nurses, \$10 per month; boys, first-class, \$8 per month; boys, second class, \$8 per month; boys, third class, \$8 per month.

SEC. 2. That all officers of the staff corps shall be entitled to the same rate of pension per month for total disability as the officers of the line with whom they take rank.

## MARINE CORPS.

SEC. 3. Brigadier-general, \$70 per month; colonel, \$60 per month; lieutenant-colonel, \$60 per month; major, \$60 per month; captain, \$50 per month; first lieutenant, \$40 per month; second lieutenant, \$30 per month.

NON-COMMISSIONED OFFICERS, MUSICIANS, AND PRIVATES.

Sergeant-major, \$15 per month; drum-major, \$15 per

month; quartermaster-sergeant, \$15 per month; orderly sergeant, \$15 per month; sergeant, \$14 per month; corporal, \$12 per month; private, \$12 per month; band-master, \$15 per month; musicians, first class, \$12 per month; musicians, second class, \$10 per month; musicians, third class, \$10 per month; boys, \$8 per month.

SEC. 4. That when the present disability of a pensioner, as shown by the certificate of the surgeon or physician, amounts to one-fourth, one-third, then the rate of pension shall be one-fourth or one-third of the amount allowed for total disability.

SEC. 5. That all persons now drawing pensions, or who may be entitled to do so, shall receive the benefit of this act from date hereof.

SEC. 6. That whenever the amount received yearly for interest from the pension fund is more than enough to pay the amount due for pensions for the year, the surplus shall be used for the improvement and repair of hospitals, hospital furniture, and grounds.

SEC. 7. That the words "of a naval station or" be inserted after the word "books," in the last clause of the second section of the "Act relating to pensions," approved July twenty-seven, eighteen hundred sixty-eight, so that it shall read, "or if in the naval service, was at the time borne on the books of a naval station, or of some ship," and so forth.

SEC. 8. That if any officer or person named in this act has died, or shall hereafter die by reason of any wound received, or disease contracted while in the service of the United States, and borne on the books of a naval station or of some ship, his widow, or if there be no widow, his child or children under sixteen years of age shall be entitled to receive the same pension as the husband or father would have been entitled to receive had he been totally disabled; to commence at death of husband or father, and to continue to widow during widowhood, or to the child or children until they severally arrive at the age of sixteen years, and no longer.

SEC. 9. That section two of an act entitled "An act making appropriations for the payment of invalid and other pensions of the United States for the year ending June thirty, eighteen hundred and sixty-nine," be, and the same is hereby repealed.

## LANGUAGES AT THE NAVAL ACADEMY.

To the Editor of the Army and Navy Journal.

SIR: Permit me to suggest what would seem to me a great improvement in the system of instruction in languages at the Naval Academy. At present, only French and Spanish are taught. It is well known, however, that scarcely any midshipman on graduation is able to speak either one or the other of these tongues with ease, and that in a year or two afterward—for lack of the spur of a prospective examination—most of even the mere grumbling which the Academy endeavors to furnish is dissipated, and French and Spanish scholars are found to be few and far between.

A severe examination at two years after graduation would change all this. Twenty minutes out of several hours wasted every day during a cruise, together with the improvement of opportunities for practice, are enough to develop the rudiments acquired at the Academy into the ready word of mouth. Officers have a certain duty to perform in this respect. They, and not ambassadors, are our real practical representatives in foreign countries. Young officers can learn languages. Old officers cannot. Those who can learn and will not, ought to choose another profession forthwith.

There is something else worth thinking of. Variety is useful. Some midshipmen have already, on entering the Academy, a rough knowledge of a foreign language, or perhaps a natural bias. This should never be forgotten or neglected, but always developed with care into an attainment which will often be useful to the Navy and the country abroad. Every officer ought to speak French fluently. But German and Italian should be optative with Spanish—perhaps also should Portuguese, which is spoken in Brazil. Many lads of German parentage are now entering the Academy. They forget their German entirely. They ought, on the contrary, to be encouraged to study it, and should have credit for it on the Academy books. It is an interpreter for all Northern Europe.

At least a portion of a class ought to have their choice between Spanish and these other languages. Moreover, this very opportunity of choice, and of following native preferences, will induce ambition to excel in the branch chosen. There might not be as many Spanish students, but there would be many more than at present who really could speak and understand Spanish. Very few do it under the system now followed. A ship with ten officers, of whom all speak French, seven Spanish, and of the three remaining, one speaks German, one Italian, and one Portuguese, is far better provided than a ship whose officers speak nothing but the two first mentioned.

Our influence abroad is great. It would be far greater if most of our Navy officers spoke some foreign language well. This is not now the case. A man is helpless in a foreign country unless he speaks its language. Language under many circumstances is power. Our insular origin makes us very stupid and slow in comprehending this. This arrangement in academic studies would involve no extra expense. Officers can probably be found who are competent to teach small classes in these languages, in addition to concurrent duties. After a few years, such officers would be plenty. But if there are none at present, the country will not grudge the outlay for temporary civilian instructors. HERMES.

A JOINT resolution has been introduced in the House to appropriate \$20,000 to be expended under the direction of Benjamin Peirce, superintendent of the United States Coast Survey, in making observations in Europe or Asia of the total eclipse of the sun to occur on the 22d of December next.



## CORRESPONDENCE.

Our correspondents are informed that communications intended for our columns, to receive prompt attention, should invariably be addressed to THE EDITOR OF THE ARMY AND NAVY JOURNAL, Box 3,201, New York.

## ABOUT BOATS.

To the Editor of the Army and Navy Journal.

SIR: "Broad Clue" deserves the thanks of the service for publishing his excellent ideas, and he has the Navy's admiration. His letters indicate wide information, keen interest, and that practical turn of mind which every sailor ought to have. It is to be hoped that officers generally may give up their diffidence and follow an example which shows so good a way of increasing our mutual knowledge and professional spirit.

I do not agree with "Broad Clue" in one or two points about boats. He does not seem to care much about having the cutters sail well, but would depend on the oars in a head wind and give up all attempts at beating. To be sure, it is troublesome to do anything with a lug sail, and some might prefer pulling in the finest sailing cutter to the worry and danger of dipping with a green crew; but still, the ability to go anywhere under sail is too great an advantage to give up lightly. I have many a time mentally cursed the one baggy lug, and the lee helm, and the round bottom, when pulling off to a ship miles to windward in a good working breeze. It hurts me to see a boat's crew pulling their arms off and panting with fatigue when it is so unnecessary; after a time every stroke gives me pain.

There is a common idea that rowing and sailing qualities are incompatible in the same boat, but I think this a mistake. Let us see what each of the two styles needs for speed. The rowing boat needs sharpness and the form of hull which will give her the least draught with the load she has to carry, that her midship section may be small. To obtain these, the rowing clubs use narrow skeletons of great length.

The sailing vessel must have a small midship section and great sharpness also; and, in addition, she requires stability. The two first are obtained in the same manner as with the rowing boat—by increasing length; but stability can be acquired only in two ways, by increasing the depth and lowering the centre of gravity, or by having greater beam. The old English plan was the first. They built ships on the peg-top model that were weatherly and performed well in other respects; but the experience of later times is in favor of broad beam and less draught.

Here seems to be an irreconcilable difference in the requirements of the fast rowing boat and of the fast sailer; one must be narrow and the other broad. Let us see if this difficulty may not be obviated.

The two styles are united on board ship in one boat, which the necessities of the service require to carry a certain load and to stow in a certain space. The race boat would not hang at the davits or stow on the booms, and we must shorten her. When that is done, she must be broadened also, to keep her midship section the same. Sharpness is lost to a certain extent by this, but it cannot be helped.

Now that the pulling boat is brought under these conditions, we find that she is getting to look a good deal like the other. That one, also, had to be shortened, and, since she must carry weight, there ensues a double loss of sharpness.

Now will not the following ideal fill the requirements of both kinds of motion? Make the cutter's bottom with slight dead rise and give her shoulder a pretty sharp angle. Carry her flat floor as far forward and aft as possible. Round its angles a little, and trim out the bends of the bows and the counter as fine as you can to make her carry her load without too much immersion. There you have a roomy boat that will pull fast and keep the sea as long as anything of her size except a life-boat. I think she will sail, too, standing up stiff under her canvas, going to windward in any moderate sea like a yacht, and lying to in a gale as dry as a duck.

She hasn't anything to stop her drift, you say? True, and that is the one incompatibility in the two styles. The sailing boat must have something to stop leeway, and that ruins her rowing qualities.

The best way to compromise is to adopt the centre-board. It can be easily modified to suit a cutter, it being necessary only to look out that it does not interfere with the men in pulling. By making the top of the well to come up to the under side of the thwarts, and having it a little longer to compensate for the loss of depth, the difficulty would be obviated. I can see no objection to this plan except that the Navy has never recognized the centre-board, and that it would be considered an innovation.

Another way to compromise the difference is to have false keels of cast iron or composition, to ship over the common keel in ports where it would be thought best to use the sails. I have a simple plan in my mind now by which the false keel could be shipped in a few minutes and taken off as quickly.

I cannot accept "Broad Clue's" ideas as to the English lug. I think that of all abominations in the way of sails it is the greatest. It is ugly, dangerous, requires too much gear, is hard to manage, and the boat must be kept away to keep it full when beating. True, it is a pretty sight, and an evidence of good seamanship, to see a lug well handled; but the very fact of its being such an evidence, is an argument against the sail.

I believe that a standing lug with the tack to the mast is the best sail for navy boats. It has few of the bad qualities of the common lug, supplying their places with real merits. It sets flat, requires no dipping, and, with a light boom hooked to an eyebolt in the mast, is nearly as good as a gaff-and-boom sail. By stepping the foremast vertically and as far forward as possible, like the mast of a cat-boat, there is no need of a jib; and a mainsail of good size a little abaft amidships is better

than a jigger. The latter sail forces the boat ahead and supplies good luffing power.

By all means let every boat be masted and supplied with sails on "Broad Clue's" principle. She must be ardent to be safe, for the best coxswain will be sometimes careless.

With our cutters all centre-board boats, built on this model and supplied with sails on this plan, sailing will become a pleasure, and much useless labor be saved to the crews of vessels.

RECALL.

## THE BREVETS OF 1869.

To the Editor of the Army and Navy Journal.

SIR: March 1, 1869, the President approved an act of Congress of which the following is the second section: "And be it further enacted, That from and after the passage of this act, commissions by brevet shall only be conferred in time of war, and for distinguished conduct and public service in presence of the enemy. And all brevet commissions shall bear date from the particular action or service for which the officer was breveted."

On the third of March, 1869, the Senate confirmed upwards of one hundred and fifty brevets. Did the President and the Senate act in good faith? Let us examine the matter and determine. The law was passed and received the approval of the President, and the brevets were confirmed, during the closing hours of Congress, when everything is well known to be in confusion, and when it may with propriety be questioned if the Honorable Senators themselves are fully alive to what they are doing, or perceive clearly the exact consequences which will result from their perhaps too hasty legislation.

It is not to be presumed the President intended to defraud his nominees, or to stultify himself by approving a bill which, it is claimed, abrogated the majority of his Army nominations; or that the Honorable Senate would have enacted the miserable farce of confirming a batch of nominations, for which act it had no warrant of law. We concede to the President and to the Senate greater integrity and intelligence than this. The probability is, and all the circumstances of the case justify this conclusion, that the two acts were so nearly simultaneous—contemporaneous in legislative parlance—that (each acting independently yet honestly towards the other) the President did not suppose the approval of the bill would imperil his nominations, and, on the other hand, the Senate did not imagine the bill, because a law, would be or could be so construed as to vitiate its act of confirmation. Senators could not have reasoned thus. Had they, the brevets would not have been confirmed, and then they would have expired by "constitutional limitation," as the Army Register erroneously now states they did.

The Honorable Mr. Garfield, then chairman of the House Committee on Military Affairs, has stated, with reference to this law, "I know we did not intend to disturb any brevet nominations then pending." The President and the Senate (and the House of Representatives), then, acted in good faith. The Senate was honest in its act of confirmation. To prove this further, if any evidence be deemed necessary beyond the remark just quoted, what did the Senate do?

Immediately on the assembling of the next Congress, and as soon as its attention was called to the blunder (for I can term it nothing less), the Honorable Mr. Abbott, of the Military Committee, introduced a joint resolution to except from the provisions of the law of March 1, 1869, all the officers confirmed March 3, which resolution passed the Senate immediately without a dissenting voice, and was sent to the House. It was there promptly referred to the Military Committee, but, owing to the shortness of the session and the pressure of more important matters, was not reached before the adjournment.

Under an interpretation given to the law of March 1, 1869, by the then Attorney-General, no commissions have been issued by the War Department to the officers whose brevets were confirmed March 3, 1869, except to a very few, breveted for gallantry in engagements (recently termed massacres) with hostile Indians.

I have information that distinguished legal gentlemen have avowed that the confirmation of the Senate confers upon all these officers a legal title to the brevet rank denied them by the Department. This point it is unnecessary to discuss here.

It is the whole object of the joint resolution to enable the War Department to recognize the brevet rank of, and commission accordingly, the officers concerned. At present the joint resolution sleeps fast in undisturbed repose amid the archives of the House Military Committee. It has "gone where the woodbine twines." Gabriel's last trump could scarce recall it to life.

Is it right? Is it just? Are the brevets worth the trouble it will cost to vitalize that resolution?

If that gallant soldier, the honorable chairman of the House Military Committee, would report the resolution with or without his approval (but without unfavorable comments), it is not believed there would be a corporal's guard to oppose its passage. My friend suggests that the indifference of the committee in this matter arises from the quite recently developed opposition to the brevet system. Perhaps this may be true. But, because a few politicians are in opposition to the brevet system, should many meritorious officers be deprived of their just rights—rights which they would now be enjoying, were it not for an inadvertence, a blunder, or error upon the part of some one? But, Mr. Editor, pass the joint resolution; commission these officers and fix definitely their status; then let the congressional thunderbolt crush all together. 'Tis as easy to abolish five thousand brevets as five hundred.

The section in the House bill is amply sufficient to cover the whole ground. Fortunately or unfortunately, however, the section in General Logan's bill abolishing brevet rank is not a law, nor is it at all likely that it will soon become a law. The generally well-earned brevets of the gallant and efficient officers of our little Army are not to be so lightly and rashly taken away.

Imagine the first Napoleon, at the close of one of his brilliant campaigns, by imperial edict, recalling the thousand crosses of the Legion of Honor! Are not the cases parallel?

The officers breveted in the "bloody" (bloodless) "battle of the 18th of March, 1865," who did not merit their distinction, are few, very few, I imagine. I should not care to write that any undeserving officer was breveted for that gallant engagement. The Honorable Secretary of War, Mr. Stanton, undoubtedly determined, on that day, to reward many who he believed merited a distinguished honor, too long delayed.

Does any unprejudiced, just-minded person object to the passage of the joint resolution? If so, the objection has not reached my ear. Is there any possible, justly-grounded objection? I fail to see any. Is then the indifference or opposition of the Military Committee founded in right or justice? Is the glittering insignia of a merely complimentary title worth the struggle—the attempt to overcome their unjust opposition?

PREGAN.

## FORT BUFORD.

To the Editor of the Army and Navy Journal.

SIR: The Lieutenant-General of the Army having in his annual report referred to Fort Buford as having been in a state of siege for two years, the post may be supposed to have some notoriety, at least in the Army. A brief sketch of the post may be interesting to your readers. The post was established in June, 1866, and is situated on the left bank of the Missouri river opposite the mouth of the Yellowstone. The Indians in the vicinity are the Assiniboines, about 1,400; the Yanktonais, about 3,000; the Mandans, Rees, and Gros Ventres, about 2,000; the Santees, about 2,000; and the Teton Sioux or Nak-pa-pas, about 3,000. The Indians have always regarded the establishment of the post as an act of hostility on the part of the whites, and they have never ceased to make war upon it. At first they exhibited a decided proclivity for taking the post by storm, but experience has taught them the folly of such a course, and now they send war parties to cut off small detachments leaving the garrison. From the day of its location to the present, Buford has been "in a state of siege." It is never safe to go five hundred yards from the stockade without a strong escort.

Though unable to drive the troops from the country, the savages have exacted a heavy dole of blood each year. The little cemetery on the hill has many head-boards bearing upon them the significant words "killed by Indians." The post was intended for five companies, but during the last year it has been garrisoned by three companies of the Thirteenth Infantry, with less than 100 men. This petty force has not only held its position, but it has furnished guards to wood and hay contractors, and has never failed to accept the wages of battle when offered by the savages. Brevet Colonel H. A. Morrow, lieutenant-colonel Thirteenth Infantry; Brevet Colonel Robert Nugent, captain Thirteenth Infantry; Captain F. E. De Courcy, Thirteenth Infantry; and Lieutenant E. H. Townsend and Thomas Newman, Thirteenth Infantry, have been the only officers on duty at the post, besides Dr. J. P. Kimball, post surgeon, and Assistant Acting Surgeon N. H. Marsellis. It will, perhaps, be considered creditable to both the officers and soldiers now here when it is stated that not a man or an animal has been killed or captured since their arrival here last May. During all last summer, strong hostile parties constantly hovered about the post, and in two instances attacked, but met severe repulses.

If not considered too inquisitive, I should like to ask somebody if 100 men are considered a sufficient force to garrison a fort like this in the Indian country? Having been in this country four years, the Thirteenth Infantry is anticipating a change of station. General Sherman knows the services of the regiment, in both peace and war; and if we are not incorrectly informed, he has stated that the regiment, which was the first to plant the flag of our country on the enemy's works at Vicksburg, shall come, for a season at least, to the States.

BUFORD.

FORT BUFORD, D. T., Feb. 19, 1870.

COMMANDER Jonathan Young was recommended by the Secretary of the Navy and Vice-Admiral Porter to the President for restoration to his rightful position in his grade, he having been passed over by mistake when the promotions of July 25, 1866, were made. Though recommended by the board for promotion, by some strange error, his name was not sent to the Senate. The President, informed of the fact, nominated him, and he was confirmed by the Senate on the 25th of March of this year, his commission dating back from the date of the promotions for gallant and meritorious conduct during the war, which promotions were made July 25, 1866. Commander Young's restoration was not only recommended by the Navy Department, but by his brother officers, who, feeling that great injustice had been done him, appealed to the Department in his behalf.

## LETTERS IN THE NEW YORK POST-OFFICE.

The following is a list of letters remaining in the New York Post-office on the dates given. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead-Letter Office, Washington.

## ARMY.

APRIL 14.

Bradshaw, J. A., Colonel.  
Barker, J. H., Lieutenant.  
Bayard, W., General—2.  
Clark, B., Colonel.  
Cott, L., Colonel.  
Eldridge, D. B., Captain.  
Jardine, E., General.

Lake, H. B., Captain.  
Low, M., Captain.  
Lyons, J. F., Captain.  
Mitchell, H., Captain.  
McLoyd, J., Colonel.  
Richardson, B., Captain.  
Vaname, H. H., Captain.

APRIL 19.

Bourne, H. A., Captain.  
Brown, R., Captain.  
Carr, A. R., General.  
Gilbert, G., Captain.  
Jones, S. B., Colonel.  
Lighthouse, L. A., Captain.

Moore, James, Captain.  
Phipps, C. C., Major.  
Roe, J., Captain.  
Templeton, Wm., Captain.  
Walters, J., Captain.  
Whitley, W. H., Colonel.



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#### REFERENCES:

General Sherman, U. S. A., and lady, Washington, D. C.  
Major-General George G. Meade, U. S. A., Philadelphia.  
Brigadier-General Lawrence P. Graham, U. S. A., and lady, Austin, Texas.  
Brigadier-General Innis N. Palmer, U. S. A., and lady, Omaha, Nebraska.  
Vice-Admiral David Porter, U. S. N., Washington, D. C.  
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**TRANSFER.—A MAJOR OF CAVALRY, WELL UP** on the list, will transfer with a Major of Infantry. Address MAJOR, office of the ARMY AND NAVY JOURNAL.

**A FIRST LIEUTENANT OF INFANTRY, SERV-**ING with his regiment in the Department of California, will upon certain terms, transfer with any First Lieutenant of Infantry on waiting orders. For information and terms address INFANTRY, care ARMY AND NAVY JOURNAL.

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## U. S. ARMY AND NAVY JOURNAL.

NEW YORK, SATURDAY, APRIL 23, 1870.

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### THE TORPEDO.

THE extraordinary contest between armor and guns which has formed the great feature of "modern naval warfare"—we mean, of course, Shoenbryness warfare—has at length, apparently, come to a conclusion which must astonish Boards of Admiralty and gymnastic artillerists. Mr. REED has lately written an optimistic treatise, in which, by dint now of throwing plentiful naval dust, and now discharging a plenteous firework of fallacious splendor, he shows that everything in the British iron-clad navy is just exactly right, and could not be improved; that ships constructed on a dozen diverse and contradictory plans and principles are all perfectly harmonious, while all go to demonstrate, aided by untruthful plans of American iron-clads, that British naval supremacy is secured for a century at least. The British war-ship can go anywhere and do anything. And, to say the truth, Mr. REED has this foundation for his congratulations, that he has at last, after cogitating since the battle of Hampton Roads, March 9, 1862, and expending an unknown number of millions of pounds, finally brought the nautical directors of the British nation to accept the monitor as the solution of the great iron-clad problem; and he has produced among others the two latest monitors, the *Devastation* and *Thunderer*, which can laugh at our 15-inch gun with its charge of considerably over 100 pounds of powder; which can carry 1,600 tons of coal; and which could steam across the Atlantic, pass every fort and iron-clad in New York harbor, throw their shells into the city, and probably steam back, without fresh supply of coal, to British waters, to replenish their bunkers. In one word, these two British monitors are incomparably the finest ever built, and show not only of what the monitor system is capable, but also that the fight in Hampton Roads was the solution of armor-ship warfare.

The monitors served our turn through the war of the Rebellion. The boldness which put a 20-ton gun behind 11 inches of iron as early as 1862 was sufficient to shield us from molestation by a Power which could only carry a 68-pounder behind four and a half inches of iron, and that on some 26 feet draft. It was seen by those who were close students of naval affairs, and among the rest by the Hon. G. V. Fox, that Great Britain would in time, and by degrees, approach and adopt the monitor system; and, anticipating the latter event, he crossed the ocean in the monitor *Montanmoh*, and practically demonstrated the working of this novel and revolutionary system. Mr. Fox well knew that with her unrivalled iron works, cheap labor, and skilful iron-ship-building mechanics, Great Britain would soon surpass her teacher in monitor building; and this is precisely what has happened. But that officer had also sufficient reliance on the practical ingenuity of Americans interested in naval affairs to believe that when such monitors as the *Devastation* and *Thunderer* should be constructed, instead of foolishly endeavoring to surpass them by building monitors a little larger, with a little thicker armor, and supplied with a little big-

ger guns, some new contrivance would be supplied for overcoming them in an unlooked-for way, in spite of their impregnable armor and tremendous guns.

This new contrivance has been produced. The American "torpedo system," of which a full account appears for the first time, on this side of the Atlantic, in this week's issue of the JOURNAL, initiates a new era in naval warfare—an era as distinct and as revolutionary as that marked by the American monitor of 1862. So complete and so lucid is this accompanying description, that it would be mere superfluity on our part to give here a paraphrase of what is there succinctly and intelligibly stated. But it should be added that recent experiments have clearly demonstrated that the great central feature of the American "torpedo system," namely, the precision by which the weapon can be directed beneath the 12-inch armor of the enemy, is completely under control. It has long been apparent to the distinguished officer now lending his wide practical experience to our Navy Department, that so soon as this central feature of invariably sending a submarine explosive weapon to the precise destination desired for it, without exposing those who use it, could be practically attained, the United States could view with indifference the movements of foreign nations to build navies that should be dreaded on our shores.

The apparatus thus far described is obviously designed for defensive purposes; but in a future issue of the JOURNAL we shall be able to point out an extension of the American "torpedo system," by which it is made equally formidable for aggressive purposes. The terribly destructive power of this new weapon may be appreciated when it is observed that its "service charge" is to be 500 pounds of dynamite; and if the experiments with this new explosive compound are to be relied upon (and they seem to have exhibited considerable practical exactness), they show that one pound of dynamite would be equal to ten pounds of No. 7 cannon powder. That is to say, the charge of dynamite in the torpedo would be equal to 5,000 pounds of gunpowder—an explosion which, as we need hardly explain, would be sufficient to blow the *Devastation*, *Thunderer*, *Hercules*, or *Bellerophon* to "smithereens." In view of this fact, Captain ERICSSON is justified in declaring that the torpedo shows "the futility of encasing ships of war with huge masses of iron," and "the absurdity of wasting millions of tons of coal in propelling weight which does not protect."

An English publishing house, E. and F. N. SPON, have undertaken the issue of a Dictionary of Engineering, civil, mechanical, military, and naval. It is edited by OLIVER BYRNE, and is a formidable enterprise, to judge from the fact that the two volumes thus far published, though they contain together 768 pages, bring the work down only into the letter B. At this rate 18 or 20 volumes and seven or eight thousand pages will be required to complete the work. So far, each letter of the alphabet has had a volume to itself. The London *Engineering* is very sharp in its criticisms upon the portions of the work thus far published. There is more really useful information, it tells us, in a page of MURRAY's little treatise on the marine engine, or ARMSTRONG's treatise on steam boilers in WEALE's series, than there is in the pretentious paper on the same subject in this dictionary from beginning to end.

THE report of the "Commissioners of the Patriotic Fund," as it is called, in England, reveals some curious facts in regard to the remarrying inclinations of the widows of British soldiers. Out of the 3,056 widows on the pension list of this fund, 1,373 remarried in 1862, though thereby they lost half the amount of their pensions. In 1863 the number was 1,396 out of 3,191; in 1864, it was 1,485 out of 3,131; in 1865, it was 1,734 out of 3,123; in 1866, 1,815 out of 3,090; and in 1867, as many as 1,832 out of 3,038. So that 60 widows of soldiers out of every 100 drawing pensions from this fund were remarried in the last-mentioned year. Not only were there these remarriages, but in 1868, out of 2,985 widows on the list, 2,014 were remarried; and out of 244 who lost their second husbands,



ninety-one were remarried with spouse number three before the year was out. These remarriages were mainly from the ranks; only twenty-two officers' widows out of a total of 202 remarried.

The attractive age of the widows of both officers and men seems to have been about forty years; 416 out of one thousand remarrying between the ages of thirty-five and forty, and 280 between forty and forty-five. From twenty-five to twenty-nine was the age of 10 in every one thousand; 120 were from thirty to thirty-four, and the same number from forty-five to forty-nine; 40 from fifty to fifty-four, 10 from fifty-five to fifty-nine, and 10 above sixty. As soldiers seldom leave their families rich in this world's goods, these figures speak well for the character and the attractions of the British soldiers' widows.

THE Chief of Engineers has sent to the House of Representatives a statement showing the amount of money that has been expended on the fortifications for which further appropriations are asked in the estimates for the ensuing year. The whole amount reported is \$34,055,733. Fort Warren, Boston Harbor, has cost thus far \$1,338,000; Fort Delaware, \$1,724,914; Fort Adams, Newport, R. I., \$1,831,343; Fort Taylor, Key West, \$2,480,000; Fort Jefferson, Tortugas, \$2,305,138; the fort at the entrance of San Francisco harbor, \$2,495,833; Fort Alcatraz, San Francisco harbor, \$1,601,607; Fort Monroe, \$2,735,471. Fort Schuyler, East River, Fort Tompkins, Staten Island, the fort at Sandy Hook, the fort at Willett's Point, East River, and Fort Morgan, Alabama, have each cost over one million of dollars. The Chief of Engineers says: "The material which we are now using, in vastly preponderating quantity over any other, is 'earth.' The moneys asked for the coming fiscal year for the works of defence will be expended in the construction of powerful earthen barbette and mortar batteries, carefully protected by traverses and parados of the same material, and no masonry will be used, other than that necessary for the platforms of the guns, and the interior chambers of bomb-proofs and magazines."

WE have received from Mr. R. B. FORBES the accompanying letter, which we hope will receive the attention it deserves. We will gladly receive and forward to Mr. FORBES any sums of money that may be intrusted to our hands:

To the Editor of the Army and Navy Journal.

SIR: Commander Williams of the *Oneida* left three young sons; he left no means for their education and support; they are without a mother. I am making an effort to raise a sum for their benefit; it is a work of some labor, but I shall not shrink from the task. I suggest that you publish this note, and allow those who feel sympathy in the object to lodge their contributions, large or small, with you, or forward the same to me, at 42 Court street, Boston. I shall carefully apply all moneys for the purpose indicated, governing the details by the amount contributed and the necessities of the case. The smallest sums will be gratefully received.

BOSTON, April 18, 1870.

R. B. FORBES.

THE London *Army and Navy Gazette* thinks we were not justified in our inference that "Captain EYRE seems to have been regardless of what injury he had done to the *Oneida*, merely because the collision was no fault of his." We gladly let the *Gazette* be heard. It says: "We have no desire to vindicate Captain EYRE, but surely the inference of our contemporary is not justified by the data on which he rests it. Captain EYRE's crime was recklessness as to the possible consequences of the collision, but he may be credited for speaking the truth when he says 'he did not think life was at stake.' He ought to have been certain on that point ere he continued his course. The American journals recount with just pride how nobly the captain did his duty, and how well discipline was preserved on board the 'luckless *Oneida*.' There is a fine touch in the picture we have of Captain WILLIAMS standing on the bridge of the sinking ship and receiving the last report. 'Lieutenant-Commander MULDAUR walked up, and, touching his hat, said, 'Sir, the ship is going down.' And at the moment she sank stern fore-

most. We can join in regret over the fate of these gallant men without doing injustice to our countrymen."

The *Broad Arrow*, for its part, speaks of our comments on the disaster as "very regretful and temperate observations," and adds:

"It is as yet impossible, from the data before us, to account for the behavior of Captain EYRE, whose friends may still demand for his conduct the 'charity of silence,' which our contemporary has so fairly accorded him pending further information. The suggestion that his total disregard of what had occurred 'may perhaps be explained by his supposing that he had run down one of the numerous native vessels in the bay, and that she was not of much account,' is hardly consistent with the generous tone of the rest of the article. We hold that a seaman who could be guilty of such conduct would be deserving of the same 'scorn and ignominy' as if he were conscious that nobler lives were at stake; and, if the supposition should prove to be well founded, the same condign punishment ought to be called for as would await Captain EYRE if it were demonstrated that he was conscious of having given the *Oneida* her death stroke. Our own regret is the greater, we need not say, but the crime in either case would be the same."

Both these journals discuss the subject with a fairness which will win praise from all American readers.

THERE was a special meeting of the Senate Military Committee on Wednesday, to consider the Army bill. The Secretary of War was present. The committee nearly finished the bill, and were to have a special meeting on Friday morning to complete it. There was very little alteration made from the original as reported by Senator WILSON. The pay of the officers is the same as in the LOGAN bill, but the supernumerary officers are not to be summarily turned out of the service.

In the address of the President of the Institute of Naval Architects delivered at the meeting of the Institute held at the South Kensington Museum in London, April 6, reference was made to the subject of the disaster to the *Bombay*. The President Sir JOHN PAKINGTON, Bart., skillfully avoided, however, any direct expression of opinion as to who was responsible for the disaster, and confined himself to general observations in regard to the inquiry as to whether the existing rules, known as "the rule of the road at sea," are as good as they can be made for the protection of life and property at sea. "Probably," said the President, "most of you will be of opinion that under the best and wisest regulations danger will still exist. But, as far as I have been able to take counsel with those who are conversant with the subject, a strong impression exists that the existing laws upon this subject are not so well defined or so clear as they might be made."

Sir JOHN also alluded to the fact that from the beginning of last July to the beginning of November, no less than twenty-eight steamers were lost at sea. In regard to November and December, no information was given, but from January to March, nine more were lost; making a total loss of thirty-seven steamers in six months. "I cannot imagine," he added, "with the skill of our seamen, and the skill of our naval architects in the construction of ships, that such a disastrous number of losses can have occurred in a period of six months without there being something wrong either in the construction or in the loading of these ships, or in both combined."

THE Committee on Naval Affairs of the Senate have reported a bill giving a year's pay to the widows and orphans of the officers and men lost on the *Oneida*, and requiring the acceptance of the last quarterly returns to be taken as the basis for settling the accounts of the ship.

"ZELL'S Popular Encyclopedia and Universal Dictionary" is the title of an exceedingly valuable publication

now being issued serially, one part appearing every ten days. It contains all that is usually found in an encyclopedia, besides being a lexicon and a gazetteer. It is a library in itself, and presents a vast amount of information in a condensed form. Its articles are not of course as elaborate as those of the *Encyclopedia Britannica*, but they serve the purposes of reference. Its biographical sketches are especially noticeable. Twenty-seven parts have thus far been issued, bringing the work down to the word Gypsy, from which it would appear that the editor will hardly realize his expectation of completing it in fifty numbers. It is issued at fifty cents a number, and is edited by L. Colange and published by T. Ellwood Zell, formerly a colonel in the volunteer service. We are glad to hear that the work is meeting with the success it well deserves. It is a large quarto, of the ordinary encyclopedia size, and is profusely and handsomely illustrated and well printed.

THOUGH art has thus far contributed much less than literature to the memorials of our great contest, we are fortunately not altogether without contributions in this field, as those can testify who have had the pleasure of seeing Colonel Fairman's picture of the Pennsylvania Reserves at the battle of Fair Oaks or Seven Pines. This painting is valuable, not only for its artistic excellence, but as a record of experience, and a transcript of impressions stamped upon the memory in the red heat of the real contest, and not obtained at second hand. Instead therefore of the usual scrambling mass of confused figures of gigantic size in methodical hand-to-hand strife, we are confronted with the grand drama of real battle, such as no mere effort of imagination could ever reproduce.

The time is supposed to be about 2 o'clock P. M., May 31, 1862, which indicates the first day's fighting of that two days' battle. The spectator is supposed to be about 140 paces to the left of the "two houses" and "wood pile" on the Williamsburg road, in front of which the writer sat with General Casey when the shot passed overhead which gave the signal for the enemy's advance. We have a semi-transverse view of the field, looking obliquely from left to right of the national lines, and toward the front. The size of the canvas is seven and a half feet by three and a half, the scale of the foreground figures a little over four inches; so, as will be at once perceived, the spectator has a vast general view of the battle. The moment supposed is when the Confederates made a rush to storm the unfinished redoubt on the Williamsburg road, with the curtain of rifle pits of the advanced division (Casey's). At the left foreground is the line of national infantry delivering the "fire at will," where in the space of four square feet there is more of the thrilling truth of field experience than we remember to have seen in any American battle picture. The Union lines stretch from this left foreground obliquely into the picture, bringing the Confederate storming column, as we may call it (for it seems a wild rush without much formation, as indeed it was), in the centre, middle distance. About a quarter of a mile of the Union lines is seen, and about three quarters of a mile of the Confederate front. The shelter tents of Casey's division are scattered in the foreground, and at the right foreground a regiment of infantry advance to the front on the "double quick," the weary jog-trot being well depicted. A blazing building (an incident of the battle) is produced with decided effect in the distance. The entire interval between the spectator and the line of battle is filled with the innumerable incidents of a scene that can only be produced by a soldier, many of which find a record on canvas for the first time in this picture. Indeed, the picture is exposed to the criticism of being overlaid with wealth of detail, there being numerous groups each of which would make a complete picture; yet this is after all just the truth of a battle. The scheme of the action, in a military sense, is palpable at a glance to the educated soldier, while the glass reveals an extraordinary amount of intelligent detail. The phenomenal effects incident to a battle are also produced with a courageous fidelity that indicates a close study of nature. The landscape, with its moving cloud sky telling of recent rain, is a literal rendering of facts in peculiar consonance with the sentiment of the scene. Colonel Fairman has had manifest advantages in the treatment of a subject like the present, having, besides his skill in landscape, the advantage of a special education as a figure or historical painter.

Cold-blooded analysis might suggest technical comments affecting trifles, upon which the artist may live to improve; but we are too anxious to foster the earnest and original spirit which is here manifested, in this much needed direction, to risk a chilling word till we have a sure growth in a field where we may hope for further national triumphs.



## SUBMARINE WARFARE.

CAPTAIN Ericsson has addressed the following important letter to *London Engineering*:

Agreeable to promise, I now forward a brief account of my solution of the problem "how to defeat monitors superior in thickness of armor to our own."

A heavy body of regular form, whatever be its specific gravity, projected laterally through the air, commences to fall from the instant of leaving the muzzle of the gun; describing during its progress a parabolic curve considerably foreshortened, owing to atmospheric resistance. But a body of regular form projected under the surface of water or other fluid, in a horizontal or inclined direction, will move in a straight line, provided its specific gravity be equal with that of the fluid. In other words, a heavy body of any density whatever moving through the atmosphere, is inexorably under the influence of the gravitating force of the earth; while a submerged body, the weight of which is equal with its displacement, is not affected by gravitation. If put in motion under the surface of a quiescent fluid of unlimited extent, such a body will continue to move in a straight line until the motive energy which propels it becomes less than the resisting force of the surrounding medium.

Starting with these cardinal propositions, I entered, some twenty-five years ago, on the task of solving the problem of submarine attack, viz., the propelling or projecting below the surface of the water of an elongated shell containing explosive substances to be ignited when reaching some point under the bottom or bilge of an opponent's vessel. The most obvious method of carrying out the idea is that of projecting the elongated shell by means of some contrivance applied near the bottom of the aggressive vessel. Such a method I proposed to the Emperor of France in the month of September, 1854. The device consists of a long narrow chamber arranged near the bottom of the vessel, communicating with the sea, and provided with a sliding valve at each end. The outer valve next the sea being closed, the shell is inserted in the chamber, after which the inner valve is closed and the outer valve opened. The means adopted for projecting or pushing out the shell is simply a rod connected with a steam piston. The forward end of the shell being provided with a suitable percussion lock, fitted with a protruding trigger, it will be readily understood that when this strikes against an object the lock, as in ordinary firearms, will cause the ignition of the charge within the shell. At close quarters such a method of attack will unquestionably be found very effective, indeed, infallible; but unless the opponent's vessel can be approached very near it will prove abortive. Evidently, if the shell be projected in any direction not parallel with the line of keel while the aggressive vessel is in motion, a side resistance will be offered by the stationary water of the sea, which will divert the course of the missile the instant it is deprived of the guiding power of the chamber from which it is ejected. Currents will, from the same cause, change the intended course. It need scarcely be observed that in addition to the difficulty of controlling the direction of the shell, the force imparted to the latter, whether steam or compressed air be employed, is insufficient to propel it to any considerable distance.

In order to meet these serious practical objections, viz., that the shell cannot be propelled far enough, and that its course cannot be controlled, I have resorted to a device by which any desirable amount of propulsive force may be imparted irrespective of the distance traversed, and by which the course of the missile is under perfect control during its progress to the intended point. Persons of a mechanical turn of mind, in almost every country, have for a long time been engaged in contriving torpedoes to be propelled under water by independent motive power of various kinds, for the purpose of blowing up vessels. The Austrian torpedo, urged through the water by means of screw propellers actuated by compressed air, may be classed as one of this numerous tribe, the reported terrible nature of which has from time to time frightened naval constructors, and amazed some unmechanical sailors who have witnessed the trials, and found that the mysterious body actually can move under water. Proper investigation of the subject, however, exposes imperfections of the Austrian torpedo which render it, like all its predecessors, a mere mechanical toy. It should be borne in mind that atmospheric air compressed so as to exert a pressure of only 300 lb. to the square inch, weighs nearly 2 lb. to the cubic foot. Consequently, the amount of motive force which the torpedo is capable of containing will be found wholly insufficient for its effective propulsion; while the want of means for directing it to the desired point presents an insuperable objection. As before stated, I have contrived a torpedo that may be propelled with any requisite amount of force, irrespective of distance, the course of which is under perfect control, notwithstanding currents, and which may be directed with perfect certainty to an object in motion. In contradistinction to the term *shell*, applied to the structure of 1854, which was propelled alone by *vires* imparted, as before described, I propose to apply the term *torpedo* to the contrivance now to be considered.

It should be observed that nearly all attempts to propel bodies under water have been successful as regards maintaining a given depth. The self-evident device of applying a fin or horizontal rudder on each side, operated by a piston or elastic bag actuated by hydrostatic pressure, has been adopted in all. It readily suggests itself to the mind that an increase or diminution of draught, attended as it is with a corresponding variation of pressure, may be made subservient in changing the inclination, thereby establishing a tendency of the horizontal rudder either to elevate or depress the torpedo during its forward motion. Thus, by a proper adjustment and application of the hydrostatic pressure, the torpedo may be made to move at any desirable depth below the surface of the sea. Nor has any difficulty been experienced as regards the instrument of propulsion in the experiments made since the introduc-

tion of the screw propeller. But the difficulty of procuring the requisite amount of motive force for actuating the propeller, and the absence of means for directing the torpedo, have in each instance defeated the object in view.

Before proceeding to consider the important question of guiding the torpedo, I will now briefly describe my method of obtaining the required power for actuating the propellers. A reel, of about 6 ft. diameter, revolving on a horizontal axle, is applied near the chamber from which the torpedo is ejected, one end of the axle being supported by a suitable bearing, while the other enters a capacious air vessel through a stuffing-box. The end thus inserted in the air vessel is perforated longitudinally for a short distance, and provided with an opening in the side at the point where the perforation terminates. A tubular rope,  $\frac{1}{2}$  in. in diameter, composed of hemp and vulcanized rubber, is connected with this opening, and then coiled around the reel a certain number of times, and lastly connected with the rear end of the torpedo. The air vessel into which the perforated axle of the reel enters being charged with compressed air (by means of force pumps worked by steam power), it will be readily understood that the compressed air will pass through the axle, then through the several coils of tubular rope wound round the reel, and ultimately reach the rear end of the torpedo, where the rope is attached to the rotary engine which actuates the propellers. Accordingly the propulsion of the torpedo may be regulated by simply opening or closing the aperture of the perforated shaft within the air vessel. The rotation of the reel, consequent on the onward movement of the torpedo, obviously cannot interrupt the passage of the compressed air through the coils of the tubular rope; hence the supply of motive force will continue undiminished during the onward movement. The tubular rope being  $\frac{1}{2}$  in. diameter in the bore, it will be found, by calculation, that a quantity of compressed air, sufficient to develop at least 10 horse power, may be transmitted through it during the progress of the torpedo, whether far off or near the aggressive vessel. The arrangement thus described being sufficiently simple to be comprehended without entering into detail, it will only be necessary to state that the tubular rope, after leaving the reel under the deck, is made to descend through a vertical tube into the torpedo chamber, in order to prevent an entrance of water at the point where the rope passes out. Also that two propellers are employed, revolving in opposite directions round a common centre—indispensable to prevent the torpedo itself from rotating when subjected to the powerful torsion produced by a single propeller actuated by the motive force which may be transmitted through a tubular rope of  $\frac{1}{2}$  in. bore.

I will now proceed to describe my method of guiding the torpedo, premising that the external casing which contains the mechanism and explosive compound, is heavier at the bottom than at the top, in order to preserve a vertical position; and that, in addition to the fins for regulating the draught, the torpedo is provided with a vertical balance-rudder for directing the lateral course. The reel being 20 feet in circumference, it will be seen that the tubular rope need only be coiled round it 75 times to admit of attack at a distance of 1500 feet, probably far enough, since the position of the aggressive vessel may be changed at all times with desirable rapidity.

The apparently absurd proposition to direct and change the course of the torpedo at will, on board of the aggressive vessel, without external aid, is solved by the following simple expedient: A small elastic bag, connecting the tubular rope with the induction pipe of the rotary engine, is attached to the side of the tiller of the torpedo's balance rudder. As the compressed air during its passage to the motor must pass through the elastic bag, the latter will expand and contract with every change of internal pressure. And as such change will depend on the quantity of compressed air admitted into the tubular rope, the expansion and contraction of the bag is evidently under perfect control. Now the power of this bag to resist internal pressure may be so proportioned that, when maximum pressure is admitted, the swelling of the bag will cause the tiller to move 20 deg. to port; and when the pressure is reduced 25 per cent., the accompanying contraction will move the tiller 20 deg. to starboard. Thus, by admitting more or less compressed air into the tubular rope, thereby changing the dimensions of the bag, the tiller will assume any desirable angle within 20 deg. on either side of the torpedo's centre line.

Accordingly, the direction of the torpedo will be as completely under the control of the hand which admits the compressed air to the tubular rope, as if an intelligent directing power resided within the torpedo itself. Probably, no greater mechanical feat than this can be instanced. In smooth water the telescope will enable the operator to trace the course of the torpedo by the copious formation of air bubbles on the surface of the sea. At other times, a small float attached by a string will clearly indicate the position; while at night, a small light in the float, seen only from the aggressive vessel, will inform the operator if the missile is on the right road to the intended point. It need scarcely be observed that the explosion of the torpedo will sever the connection with the tubular rope, which thus may be hauled in by turning the reel. Should the intended object not be reached, the admission of compressed air to the tubular rope will be shut off, and the torpedo hauled in, or sent out on a new errand.

The scope of the device, thus described, is, of course, limited; yet, had the Italians possessed it, the result at Lissa would unquestionably have been reversed. No harbor can be entered which is protected by it; nor would any amount of vigilance save vessels from destruction on an enemy's coast defended by it; the *Heracles* and *Rupert*, with their ponderous armor, would be as easily destroyed as the unarmed *Inconstant*.

In my recent letter to the Editor of *Engineering*, it was admitted that the *Devastation* and consort could steam up the Hudson in spite of batteries and monitors. But small ironclads of the monitor type without turrets,

provided with the reel, tubular rope, and torpedoes charged with 500 pounds of dynamite, could sink Mr. Reed's breastwork monitors before reaching the Hudson.

As stated, the scope of this mechanical device is but limited. Fully impressed with this fact, my labors were early devoted to plans for carrying on submarine attack, by means of which the contest might be removed to the open sea. Before the close of the late war, the problem was satisfactorily solved; and during the month of November, 1866, the leading features of a new system of naval attack were confidentially laid before the King of Sweden and Norway, the Swedish Minister of Marine, Count B. Von Platen, and Commodore A. Adlersparre.

I will describe the general character of this system in my next communication, and now enclose the drawing necessary for its elucidation, in order that you may have a plate prepared in the mean time, should you see fit.

Let me add, for the information of your readers, that my object in giving an account of my labors connected with submarine warfare, is simply that of demonstrating the futility of encasing ships of war with huge masses of iron, and showing the absurdity of wasting millions of tons of coal in propelling weight which does not protect. Yours truly,

NEW YORK, March 11, 1870.

J. ERICSSON.

## CAPTAIN R. W. MEADE, U. S. N.

We have received the following sketch of the life and services of the late Captain Meade, written by a friend of the family:

Captain Richard W. Meade, U. S. N., whose sudden death by paralysis has recently been announced, was the eldest son of Richard Worsam Meade, Esq., of Philadelphia, a gentleman of great wealth and distinction in his day, and the grandson of George Meade, Esq., of Philadelphia, who died in that city in 1809.

The father of Captain Meade was for many years a resident of Spain, during the troublous years of the Bonaparte invasion and the Peninsular war. He was the financial agent of the United States Government, and resided at the seaport of Cadiz as temporary Navy agent, holding the same position to the United States Government as Messrs. Baring & Brothers now do in England. His sympathies were, however, greatly with the Spanish people in their struggle for freedom, and he nearly swamped his great wealth in his efforts to aid them. A large part of his means was loaned to his Majesty Ferdinand VII., most of which was repaid; but a balance remained unpaid, and this grew into what is now known as the "Meade claim." The Florida treaty was subsequently made, and under its provisions Mr. Meade claimed that the Government of the United States was bound to indemnify him. In 1828 Captain Meade's father died rather suddenly, and it is supposed that a family grief and the loss of the bulk of his fortune caused his death.

The subject of this sketch was then a midshipman in the Navy, having entered in 1826. He was then a bright, cheerful, enthusiastic spirit (say those who knew him), of high tone, gallant and chivalric, and generous in all his impulses; but his spirit even then was restless and wayward. His official career was constantly crossed by difficulty, as well with his juniors as his superiors. These difficulties were generally of a personal character, for he always bore officially the reputation of a brave, active, and enthusiastically zealous officer.

The late Admiral Foote, in a private letter, thus speaks: "Meade, if I had you in my flotilla, I would be greatly gratified, for your energy would vastly aid me." As this was subsequent to the action of the retiring board of 1855, the expression shows how much Lieutenant Foote, as a member of the board, had been deceived in the estimate of Meade's character.

His official career may be summed up as follows: Born March 21, 1807, near Cadiz, Spain; appointed April 1, 1826, from Pennsylvania; attached to the frigate *Brandywine* in the Pacific, 1827-30; Boston, 1831; *St. Louis*, West Indies, 1833-5; promoted to passed midshipman June 14, 1834; commissioned lieutenant December 20, 1837; Navy-yard, New York, 1839; storeship *Erie*, Pacific, 1843-45; Navy-yard, New York, 1845; steamer *Edith*, Pacific, 1849-50, but never joined her, the vessel being lost before he could do so; commanding steamer *Massachusetts*, Pacific squadron, 1853-55; commissioned a commander September 14, 1855, after action on his case by Naval Board; commanding *North Carolina*, (74) 1861-4; commissioned captain July 16, 1862.

In 1861, when the *Star of the West* was fired upon, Captain Meade, in conjunction with the late Captain James H. Ward, submitted a project to Mr. Toucey for reinforcing Sumter; but the offer was rejected. Captain Meade earnestly sought an active command afloat, but was doomed to chafe for three long years as captain of a receiving ship, the *North Carolina*, at New York. But his labors there were abundant. In no receiving ship was any officer so active. Men were drilled as they were nowhere else, and at no cost to the Government he reclaimed a valuable piece of land within the limits of the old cob dock, where he established reading-rooms for the crew, drill grounds and galleries for pistol and rifle practice.

His earnest labors were not even commended by Mr. Welles; but at last, by dint of his indomitable energy and perseverance, and the brilliant record of his brother at Gettysburg, he gained his rank, "floored," as he expresses it, "all his enemies," and was sent afloat as captain of the steam frigate *San Jacinto* to cruise in the East Gulf squadron.

His hard fortune followed him. A tremendous gale disabled the vessel, and drove her into Norfolk, where, after refitting, she sailed for the Gulf.

On the night of January 1, 1865, the *San Jacinto* was wrecked on No Name cay, Bahamas group. Though blowing heavily part of the time, and the ship thumping sorely on the reef, Captain Meade, by his personal energy, so well saw his orders carried out that every



thing valuable on board the vessel—money, papers, guns, stores, ammunition, rigging, and even part of the machinery—was saved. Subsequently he was attacked by brain fever on the way, and came high unto death; and here were laid the seeds of the disease which medical science has since shown to have caused his death. For the loss of the *San Jacinto*, he was thrice tried, and by last court suspended from duty.

From that hour he was an utterly changed being; soured and disappointed, his poor mind, weakened by repeated strokes of ill-fortune, gave way. A stroke of paralysis brought death to his left side, yet so wonderful was the man's vitality that, to the utter amazement of medical men, he was abroad on Pennsylvania avenue three weeks from his seizure. A short time afterward he was placed on the retired list for physical disability. His temper was now harsh, and his violence quite uncontrollable, and it led to a most distressing domestic feud, which embittered his closing years. That the family was justified in its action the recent autopsy and medical examination has abundantly proved, but Captain Meade's once brilliant mind was clouded. Apart from those who devotedly loved him, notwithstanding his faults and violence, he companioned with the base creatures who goaded him to acts of violence against the defenders of his former years of trouble, and from pecuniary motives kept the poor feeble old man's mind poisoned against the truest and truest of his friends. In an evil moment he was led to thrust his private affairs before the public, and the basest of the world's creatures rejoiced at the contumely heaped upon an ancient and honorable name.

The recent decision of the Supreme Court of the United States produced an unusual depression of spirits. On the 16th instant, while in a law office in Brooklyn, he was seized with a third stroke of paralysis. Some persons hurriedly placed him in a hack and drove to the city hospital, where shortly afterwards he expired unconscious. Peace at last had come to the sorrowful and weary heart. Yet the blow was deplorable to those who tenderly loved him, and only time may heal their sore wounds.

In his happier days the captain was of a most genial and social temperament, generous to a fault, even to extravagance. The writer of this has known of many instances in which he has emptied his pockets upon the appeal of a suffering friend, and of one instance in which he even took the coat from his back to relieve suffering.

He was a man cast in a different mould from the world around him, despising wealth, and, in his better days, worshipping, like Sir Galahad or Sir Launcelot, but the ideal of purity and honor.

He leaves three sons, all in the Government service, and a widow and two lovely daughters to mourn his untimely end.

Had it not been for his disease, his domestic relations would have been of the most tender and loving character; but alas! it was not to be, in the inscrutable wisdom of the Infinite.

He is gone from us forever. Will not his truest friends join with us in the aspiration that the weary, tired soul may find rest?

A Fort Wingate correspondent, under date of March 31, says: "General Ord, of San Francisco, arrived here last Sunday, accompanied by his staff and twenty-five enlisted men. He was snowed up in the White Mountains, on an inspection tour through Nevada and Arizona, and as he got short of provisions, came here to get some."

THE Secretary of War has sent to the House a communication recommending that Surgeon George E. Cooper, of the Army, be authorized by law to accept the present of a gold watch and chain from the Government of France, in recognition of the zealous and devoted professional services rendered by him to certain sailors of the Imperial French Navy, on board the *Curieux*, at Norfolk, in July last, during the prevalence of the yellow fever among them.

THE President has signed the following bills: Joint resolution for the relief of Brigadier-General Gabriel R. Paul, U. S. A., retired. This officer is blind, and the resolution gives him full pay and allowances as brigadier-general, the rank he held when wounded. Joint resolution, giving to Mrs. Fannie Kelly the sum of \$5,000, on account of her having given valuable information to Captain Fiske, then in charge of an important train crossing the Plains, and to Major House of Fort Sully, of the intention of the Sioux Indians to capture said train and commit other outrages.

THE Secretary of War informs the House that a full and efficient compliance with so much of the action of Congress of July, 1866, to fix and increase the military establishment (as requires the Subsistence Department to furnish certain articles for sale to officers and soldiers at cost prices, as a substitute for the sutlering establishments abolished by that act, would require the constant employment of public moneys amounting to the sum of three million dollars, and that for the want of the necessary amount, the articles so required to be kept for sale at the numerous military posts have unavoidably been limited, both as to variety and quantity, and are found to be inadequate to meet the reasonable demands of the officers and soldiers deprived by law of the convenience of the sutlering establishments. For these reasons it is recommended that so much of the joint resolution of March, to permit traders to remain at certain military posts, as prohibits post traders from selling to enlisted men of the Army any goods kept for sale by the Commissary Department, be repealed. As the post traders' establishments are entirely subject to military authorities, it is not believed the benefits and convenience resulting from such an enlargement of their privileges would be offset by any detriment to public service or the Army.

## THE NATIONAL GUARD.

THE LATE EXHIBITION OF THE CHAMPION COMPANY. In our last issue limited time and space prevented our giving proper attention to the exhibition drill offered by Company E of the Twelfth Infantry. It was our intention to speak more particularly of the drill in this number, but a correspondent, whose letter we publish below, in part relieves us of this duty. The criticisms on the drill of this company put forth by our correspondent are fair, and in the main correct. No one who witnessed the drill can materially oppose them. As for ourselves, we were disappointed in the first portion of the drill, knowing that the company had done better on other occasions and in their own drill room. There certainly are companies in many of the regiments in either division which can equal if not excel this company in the manual, especially in the loadings and firings. Company A of the First Infantry, we think, were better in the bayonet exercise, only that company at its exhibition drill performed this exercise with bayonets unfixed, which omission was not followed by the Webster Guard the other evening. In general correctness of details the former company was ahead, and the execution as a whole was better. Company E is a conspicuous mark for criticism, and deservedly so, but it is only fair to state that it never, at any time, especially plumed itself on the manual, or on fancy movements; its specialty being steadiness, perfection in company movements, common or double time, either by the right or left. We have witnessed any number of exhibition drills by National Guard companies, but never yet have seen one which could excel Company E of the Twelfth in this portion of the drill. Its double time (which it was not allowed to exhibit at the last drill on account of the insecurity of the building for such movements) has always been beautifully executed, and cannot, we think, be excelled. At the exhibitions which we have witnessed by other companies, the movements have been invariably by the right, and whenever a movement was attempted by the left it was generally marred. Now with company E its movements are just as perfect by the left as by the right, and the alignments of the rear rank just as perfect as the front. We do not know whether the "champions" are open to challenges at present, for their officers have long contemplated resigning; but if any company proposes offering them a challenge for a competitive drill, that company will have to be very perfect to be able to carry off the laurels. We give herewith the letter of our correspondent above referred to:

NEW YORK, April 19, 1870.

To the Editor of the Army and Navy Journal.

SIR: I was present on the evening of the 18th inst. at the State Arsenal, and witnessed the exhibition drill of the "champion" Company E (Webster Light Guard), Twelfth Infantry, N. G. S. N. Y., commanded by Captain Robert McAfee. Want of time has prevented my sending you this communication any sooner, but if not too late I ask for its insertion in the National Guard column of your valuable paper. This company won the champion flag from the champion company of Massachusetts (Montgomery Guard) in July, 1868, and therefore prides itself on its proficiency and accuracy, and in giving exhibition drills before the public, it challenges and lays itself open to public praise or criticism. As an officer of the National Guard I shall avail myself of this privilege, and praise and criticize fully wherever and whenever, in my humble judgment, praise should be bestowed or criticism should fall, confining myself to the old adage of "hewing to the line, letting the chips fall where they will."

The audience assembled was a very critical one, being largely composed of the National Guard, rank and file. The drill consisted of squad exercise, manual of arms, loading and firing, bayonet exercise, and company movements. Did your space admit, I would like to give you a detailed account of the drill, and shall therefore confine myself to a brief review and criticism. The squad drill was exceedingly well performed, the sergeants or corporals in command of the various squads understanding their several duties perfectly. The manual of arms was also well executed, and yet Company K of the Eighth and Company A of the First Infantry (Hawkins Zouaves), on their several exhibition drills, were far superior in both time and accuracy to the champions in the manual. The loadings and firings were not only poorly but miserably executed, especially for a champion company. The men were very nervous, and consequently slurred in this most beautiful exercise; one of the greatest blunders ever committed at an exhibition drill, and one which could not fail to be noticed even by a novice, was committed by the champions during this portion of their drill.

I would respectfully call the attention of the champions to article 2, paragraph 472, page 73, School of the Company, Upton's Tactics, which reads as follows, viz: "In the different firings, at the first command, the guides will fall back to the line of file-closers, and the captain will take his position four paces in rear of that line, opposite the centre of the company. He may, however, for instruction, take position where he can best observe the execution of his commands." Yet, strange to say, the commandant of the company remained in front of the champions during all the loading and firing, and it was only after this exercise was almost completed that the left guide suddenly remembered his place and retreated to the line of file-closers. Consequently, if this exercise had been performed in presence of an enemy, Captain McAfee would most probably have been knocked into "smitherens," and it is no excuse for him or any one else to take shelter under the latter portion of said paragraph referred to, for I answer he was by no means instructing his company, but giving an exhibition drill. The silent and tap drill was not well executed. I was present on the exhibition drills of the companies already referred to, and have no hesitation in saying that they excelled the champions in this part of their drill; still, the men cannot be blamed too much, as their commandant beat the taps as though he were in extra haste to have "the lights put out." As for the bayonet exercise, I can only say that it was miserably executed, and it would have been much better had that part of the exercise been entirely dispensed with. Such awkward positions at guard were never before seen, some of the champions standing almost erect; one champion, at the command "Right rear vault," executed the left rear vault, and parried on the right for the left. The bayonet exercise is a very difficult exercise

to undertake, and my advice to the champions is, never undertake what you cannot perform. The best part of the drill was in executing the company movements; this part of the exercise was excellent, and I have no hesitation in saying it was hard to beat. Still there is no such movement according to Upton as on the right (or left) by file into line. Carey is no longer authority, my dear champions. On the whole, the exhibition drill was a very poor one, and not what it was cracked up to be. There are two companies in the National Guard who could compete with, if not excel, the champions and, I understand that the champions will soon receive a challenge from one of them.

AN OFFICER OF THE NATIONAL GUARD.

FIRST INFANTRY.—On the 15th inst. at an election in Company E, held at the regimental armory, Captain J. C. Julius Langbein presiding, Mr. Calvin R. Cross was unanimously elected second lieutenant. This company has now its full complement of commissioned officers, and is recruiting rapidly. Its captain and first lieutenant are hard workers and experienced veterans, and intend to make it a good company. The newly-elected lieutenant has been detailed by Colonel Perley as paymaster of the regiment, and his first payment has been the sum of \$50 to his company for the purpose of procuring shakos and epaulettes for the men. Company E have no hesitation in recommending him as a first-class paymaster.

TWENTY-FIRST INFANTRY.—A meeting of the officers and non-commissioned officers of this regiment for drill and instruction was held at Poughkeepsie, April 15. At the close of the drill a very handsome sword was presented to Colonel James Smith, on behalf of the staff officers, by Chaplain Wright. The sword is a Damascus blade of elegant workmanship, and enclosed in a handsome box, in appropriate compartments of which are the belt, sash, and service scabbard, all in perfect keeping. The colonel accepted the gift in appropriate terms, and hospitably entertained the officers present. One of the line officers, feeling with his colleagues that the staff was not alone in its appreciation of the colonel's labors, had diamonds set in the eyes of the eagle on the guard. The staff officers of the regiment are: Lieutenant George H. Williams, adjutant; Dr. C. N. Campbell, surgeon; Rev. D. G. Wright, chaplain; Brevet Captain Henry F. Clark, quartermaster; and Lieutenant J. V. Deyo, commissary of subsistence. The regiment expects to parade during the present year in full-dress uniform.

NINTH INFANTRY.—An informal inspection of this now conspicuous command, held on Thursday evening of last week, drew to the regimental armory a very large assemblage of persons, who came, of course, to see and criticize. As it was a very warm evening, and the drill-room was anything but well ventilated, the eager crowd paid in discomfort for the gratification of their curiosity. And to the members of the regiment exercising in padded uniform, full-dress coats, the warm, close air must have been trying enough. The regiment turned out unusually strong, the larger portion in full-dress uniforms, the remainder in fatigue. The new company recently organized was present, but in citizens' dress. This company, which forms the tenth in the regiment, is composed of fine material, and its members bear a very gentlemanly appearance. The officer temporarily in command, Mr. Cable, in his appearance, gives evidence of soldierly qualities, and will doubtless make a good lieutenant, which position he proposes to hold. The inspection was ordered merely for the purpose of ascertaining the wants of the regiment regarding full-dress uniforms, etc. Colonel Fisk having received his commission was present in uniform, but was in command only nominally, Lieutenant Colonel Braine being really the commanding officer. After the regiment had broken into column of companies, the colonel, accompanied by the other officers of the field and staff, made the informal inspection, Colonel Fisk inquiring minutely into the circumstances of members without full-dress uniforms, obtaining the whys and wherefores in each case, the facts being noted by Quartermaster Bailey, for future action. The inspection was scarcely a military transaction, but, however, it answered the purposes for which it was held. This over, the full regimental band being present, the new commander, on consultation with the officers of the regiment, concluded to hold an evening parade, which was accordingly done, the regiment parading nine commands of eleven files, and making a very creditable appearance. The march was long, and at its termination not only the men, but their commander also, gave evidence of fatigue. It must be remembered that the new colonel is not accustomed to long marches on foot, over cobble stones; but he certainly held out well, and presented an imposing appearance, supported and guarded as he was by a detail of the regiment who paraded on either side of him. The parade was very successful, and a fit celebration of the commissioning of the regiment's new colonel. The regiment was accompanied by a very respectably dressed sidewalk delegation, and was frequently applauded along the route. At the conclusion of the parade the regiment was dismissed. "No turkey." On Tuesday evening last Company K, the newly organized company of the regiment, elected B. W. Spencer, captain; R. H. Cable, first lieutenant; and E. R. Bacon, second lieutenant—all gentlemen from the Erie Railroad office. On the same evening Sergeant W. H. King was elected second lieutenant of Company F, vice Archer, declined. The regiment has received some 350 new fatigue uniforms, and 100 men have been enlisted since the election of its new commander. The majority of these are attached to the new company. Everything now appears "quiet along the lines," and the regiment is progressing well.



**THIRTEENTH INFANTRY.**—On Friday evening of last week, the left wing, comprising companies G, A, E, D, and H, assembled at the Portland avenue arsenal for battalion drill and instruction. The drill was conducted with strictly closed doors, only a very few spectators not connected directly with the regiment being allowed admission. Colonel Mason was in command, and was assisted by the remaining officers of the field and the adjutant. The drill, although superior to that of the right wing, was far from being perfect, the errors of omission and commission being more numerous than we like to see in a regiment of the class of the Thirteenth. The majority of these errors, which we need not particularize, were due to the ignorance of company guides, many of whom in certain movements were in great bewilderment, and kept the lieutenant-colonel and major constantly on the alert in informing them of their duties. Surely, there must have been many changes in the guides of this regiment; or is it possible that there has been a neglect of frequent drills of these important parts of a regiment? We have frequently had occasion in past seasons to compliment the Thirteenth on the perfection of its guides, and hope to be able to do so again, but they must do a great deal better than they have done at the last two or three drills. While censuring the guides we do not deem it necessary for officers in posting them to lay their hands upon them; it is not military. Col. Mason, a good officer, and one of the most active in the National Guard, has his faults and peculiarities, like other officers. One of his noticeable faults is the delivery of a command before the battalion are prepared for its execution, and sometimes, as at this drill, the omission of a portion of the command. Among the peculiarities of the colonel, observed at almost every drill, is his habit of walking away from the command when offering instructions, and frequently turning his back to those for whose benefit the instructions are intended. When an orator wishes to command the attention of his audience he faces them, and so it should be with every commandant or instructor when he wishes the entire attention of those he addresses. The movements performed were not very numerous or difficult, and some of them were admirably performed. The formation and reduction of square was very fairly executed, but the commandants were a little slow in giving their commands. The marchings were generally good, and improvement was noticeable in the steadiness of the men. At one of the "rests" we observed that the men took the word in its truly literal sense and all sat down, and at least a third of the battalion left the room. At the reformation we were glad to hear the colonel censure the commandants for allowing the men in such large numbers to leave the room, and explain that the line should take no more time in its for nation after a "rest" than the ordinary time required for the execution of a movement in the manual of arms. In this instance the men struggled in at least five minutes after the command of "Attention." We would suggest to the commandant of the fifth company in line to be less sibilant in giving the order for properly dressing his command. We observed that at the close of the drill, the battalion being then in line, the commandant introduced a new order which we do not find in our copy of the Tactics; this was, "Prepare for dismissal." The adjutant closed the drill very correctly, and we were gratified to note that he was careful in having the first sergeants repeat their march to the front and centre, after having incorrectly performed it on the first occasion, at the same time instructing them in their duties in that regard. The first sergeant of the Fifth company was rather indistinct in reporting, and the adjutant compelled him to repeat his formal report. The wing was divided into six commands, and presented a front of eight files, the limit allowed by the space of the room. The Thirteenth is progressing handsomely, and only needs what it can readily get, and what all regiments need—constant drill and practice.

On Wednesday evening the State Arsenal, Portland avenue, Brooklyn, was filled to overflowing with the friends of this command, assembled to witness the closing full-dress drill of the season, and the presentation of the Veteran medals. The regiment's strength numbered ten commands of eight files front, Colonel Mason being in command, assisted by Lieutenant-Colonel Briggs, Major Daniells, and Adjutant Richards. As under ordinary circumstances the attempt to execute any extensive movement in this arsenal, even with eight files only, has generally been a failure, Colonel Mason wisely omitted battalion movements on this occasion. After the regular formation, which was performed with some difficulty, the crowd being so large, and after marchings, the regiment formed for dress parade. In this formation several companies took their positions in line with unfixed bayonets, which error, however, was promptly corrected by the adjutant, and the line ordered to be broken and reformed. Adjutant Richards deserves credit for his promptitude in the correction of this inexcusable error of commandants of companies. The second formation was very handsomely executed; after which Major-General Woodward, the Second division commander, in an appropriate speech, presented to the following-named members the Veteran medals: Sergeant-Major W. R. Syme, Sergeants J. S. Wetmore, S. P. Noyes, Privates J. W. Holton, Thos. J. Stewart, J. T. Kelly, G. B. Young, B. A. Phillips, W. J. Hosford, and Ed. Heath. These medals, which are of gold, are similar in shape to the regimental badge, and bear the word "Veteran" across the centre. They are offered every year to those members who, after serving one term of service, re-enlist for a second term.

Dancing followed the dismissal of the regiment, and an elegant assemblage were thus amused until past midnight. Grafulla's regimental band furnished the music.

**FIFTH INFANTRY.**—For a regiment that since the close of the war has never had that essential portion of a soldier's uniform, overcoats, the Fifth has been particularly unfortunate in its street parades, for it seldom ever parades but it either rains or snows. Last Monday the regiment, as has been its custom, paraded in celebration of the anniversary of Jefferson's birthday, after whom the regiment is named, the "Jefferson Guards." The rain poured in torrents during the whole time. The regiment, under the command of Brevet Brigadier-General John E. Bendix, formed opposite its armory in Hester street at about 1½ P. M., and turned out ten commands of fourteen files, which, everything considered, was a very fair show. Few regiments would have attempted to parade in such a storm, and especially if, like the Fifth, they were without overcoats. But this veteran organization is composed of soldiers who are not conquerable by the accidents of weather. Of course it suffered in appearance, for a regiment marching through muddy streets, under a heavy rain, cannot be a very attractive sight. Even the music, which was excellent, lost its charms. The march was through Bowery, Canal, Broadway, to Twenty-third street (and here the honor of a marching salute was offered to Mayor Hall), thence to Fourth avenue, and through Eighth street to Tompkins square. Here it was reviewed by Brigadier-General Louis Burger, the commandant of the Second brigade, accompanied by his staff. The review, despite the rain, was very fairly conducted, and the men bore themselves well. At its conclusion the regiment returned to the armory, reaching it at about half-past 4 o'clock, having been for over three hours exposed to an incessant rain storm. Under such circumstances the members could not be expected to feel very comfortable; therefore the majority, immediately after dismissal, proceeded home for change of clothing, afterward returning to partake of the collation, etc., that awaited their disposal at the armory and other places. Thus the remainder of the afternoon and evening was improved and enjoyed. Previous to the parade Company C marched to the residence of Lieutenant-Colonel Kraeger, who, previous to his election to this position, commanded the company, and there presented that officer with a very elegant and complete set of horse equipments. The equipments are gold mounted, and the manufacturer is J. C. F. Deeken, 160 Grand street. In the evening, at the regimental armory, the officers sat down to a fine banquet. The usual toasts and responses followed the discussion of the viands. General Burger, Colonels Conklin of the Eighty-fourth, Krehbiel of the Ninety-sixth, Steinberg of the Twenty-fourth, and many others were among the guests. The regimental band, under the leadership of Professor Emil Stigler, was in attendance, and rendered some choice music. Captain Burmaster was the *chef de cuisine* for the occasion, and amply justified his selection for so important an office.

**TWELFTH INFANTRY.**—On Tuesday evening last the members of Company G, Captain Charles I. McGowan commanding, assembled at the regimental armory for the inspection of new full-dress uniforms, and to participate with its friends in the dancing which preceded and followed this ceremony. The armory was comfortably filled with a select assemblage. At the conclusion of several dances the company, numbering fourteen files, marched into the room and took position in the centre. After the execution of the manual, which was very fairly performed, the ranks were opened and the company was reviewed, not inspected, by Colonel John Ward, accompanied by Adjutant Murphy of his staff. This over, the company again executed the manual and performed some company movements very creditably, and was then dismissed. The dancing was then resumed, and morning closed the pleasant reunion. Company G in its new uniform made a fine appearance, and we trust its inspection will tend to stimulate members of other companies to procure more rapidly the full-dress uniforms adopted by the regiment. The Twelfth will hold a full-dress inspection at the arsenal on the 27th inst. Let the members use every endeavor to procure the new uniforms, and make a goodly show on that important occasion. The new uniforms are the neatest in the division, and when the Twelfth takes its position in line on parade, few regiments will make a handsomer appearance. The white webbing cross belts and the elegant full-dress hats, with drooping plumes of white and blue, are attractive additions to the otherwise elegant uniforms.

**SEVENTY-FIRST INFANTRY.**—On Wednesday evening this regiment, Colonel H. Rockafellar in command, assisted by Lieutenant-Colonel Wolcott, Major Eunson, and Adjutant Francis, assembled nine commands, ten files, with full band and drum corps, drummers in new full-dress uniform. The line was formed rapidly and creditably. The drill began with manual, loadings and firings. Manual good, firings more than good. The contestants for the Parmele musket were called to the front, seven in number: Corporal Emil Cardozo, Company A; Private McCann, Company B; Privates Lines and Wambach, Company C; Sergeant Stephenson and Private R. Rockafellar, Company G; and Sergeant Walworth, Company F. These were drilled by Major Eunson. The judges were Captain Allison of the Seventh Infantry and Lieutenant-colonel Dunn of the Eighth. The contestants were drilled in the school of the soldier and the manual. They showed careful attention to details, and exhibited a proper steadiness. After a spirited contest, during which it was almost impossible to decide upon the best man, one or two of the contestants began to show signs of nervousness,

and through some trifling blunder lost their chance of winning. The contest was then continued between two (the others being retired), Sergeants Stephenson and Walworth, and for some time it was impossible to detect any advantage by one over the other. Sergeant Walworth, however, after another course of drilling, won the musket by superior steadiness only, Sergeant Stephenson losing it by slight wavering of the body. The contest was animated and spirited, and reflected the greatest credit on the contestants, many of whom say they are "going for it" again next year. The "Rockafellar flag" was afterward awarded to Company C, that company having made the best averages in attendance to drills and parades for the past year. The Board of Officers, through Colonel Rockafellar, present to Sergeant Bogert, of Company C, a handsome regimental pin, costing \$50, as a reward for long and faithful services in the regiment, he having served for twenty years, and recently brought in his own son as a member. A premeditated concert closed the evening's entertainment. It was attended by a very large and fashionable audience.

**FORTY-SEVENTH INFANTRY.**—This command assembled at its regimental armory, Brooklyn, E. D., on Wednesday evening last, in full-dress uniforms, for the purpose of battalion drill and instruction. Lieutenant-Colonel Geery and Major Rogers acted as instructors during different portions of the drill, and the regiment paraded eight commands of ten files. This being a full-dress public drill, all the spare space of the drill-room of the armory was well filled with a very select assemblage, and the movements of the command were watched with an interest peculiar to the "Burg" when its favorite regiment is concerned. The space allotted for the performance of battalion movements was so limited by the crowded condition of the room, that perfection of details could scarcely be expected; nevertheless the regiment gave evidence of vast improvement on its previous drills, the men appearing very steady, and the movements being executed with little or no confusion. The armory of this regiment does not afford the proper space for so large a command in the execution of battalion movements; it is therefore impossible for the regiment to exhibit anything like the proficiency it would were the space sufficient for its proper manœuvring. Lieutenant-Colonel Geery and Major Rogers during the drill gave evidence of perfect competency, and the men acted well under their instructions.

#### VARIOUS ITEMS.

Captain Boehrer, the popular commandant of Company F, Fifty-fifth Infantry, at a recent drill of the company was presented with a handsome gold medal by the members of his company. Captain Newmaster made the presentation. The medal is circular in form, elegantly enamelled and studded with diamonds. Sergeant Rorke, of the company, also received a medal on the same evening generally similar to the captain's, but without diamonds. What has become of the petition circulated for signatures asking the resignation of Major-General Shaler? We fear few have ever seen the document. Are its projectors afraid to present it, or is the document purely imaginary? We would advise that the subject be allowed to rest. The Hercules Insurance Company, through Major Fleischel, its agent, is doing a brisk business among the members of the National Guard. Over 500 policies have been taken in the Ninety-sixth Infantry alone, and members of other regiments are following the example of this regiment. Batteries C and G will shortly have the new mountain howitzers intended for their use. They will be similar to those of the Eleventh brigade battery, and be drawn by drag ropes. Battery C for the present will have six and Battery G four guns. The recently issued new Code was merely temporary in its form, and for immediate use. The permanent form will have marginal indexes, etc. Lieutenants Wasserscheidt and Goedtz, of Battery C, First division, propose offering their resignations. The Third Cavalry, Colonel Budke, has made a requisition for 600 uniforms and 300 sets of horse equipments. This regiment has only received 600 uniforms from the State since 1847, the year of its organization, and those it received about five years ago. A full-dress uniform is now being agitated in the First Cavalry brigade. We hope it will meet with success, for new and more showy uniforms are very much required to make this arm of the service attractive on occasions of parades. Discharges for John B. Gunn, late adjutant, and Captain William K. Evans, of the Fourth regiment (disbanded), await delivery at the First division headquarters. The "Old Guard" did not parade on the 22d, on account of the "new clothes" not being ready for the members. The cloth has not yet been imported, or had not at last accounts. J. C. F. Deeken, the well-known military goods manufacturer, has recently opened his new store at 160 Grand street, between Broadway and Centre. The new visorless fatigue caps worn by the Governor's staff are very gorgeous. What is to become of the regimental commissaries rendered supernumerary by the operation of the new Code? Who will now look after the spiritual welfare of the troops on field days and excursions? The report that General George B. McClellan will deliver a series of lectures before the First division of the National Guard is, of course, untrue. One of the colonels of the First division has created a new position on the regimental staff, that of assistant quartermaster. Of course this officer must be without rank, for no such position is provided for. While we acknowledge that there is no authority for this staff position, yet we do think the new Code is at fault in restricting so closely the number of staff



officers. If these officers were on pay, it would be different; but they are not, and a large and good National Guard staff often gives tone to an organization, and we know it frequently gives pecuniary aid.....The invitation ball of Company E of the Fifty-fifth Infantry, held last week (an account of which was crowded out of the last issue), was a very sociable and pleasant affair, and well managed throughout. During the festivities Captain Marrer, the commandant of the company, was presented with a very elegant gold medal, the gift of the company. It was a testimonial to the valuable services of a young officer.....Company C of the Thirtieth Infantry is at present in an unfortunate condition in relation to its officers. A short time since Captain Ava W. Powell, a thorough disciplinarian, resigned, and almost at the same time the company lost by resignation First Lieutenant Nash, another excellent officer. The command was thus left in charge of Second Lieutenant Pedroncelli. The company elected Captain Brower, of the disbanded Fifty-sixth regiment, this officer having offered at least twenty recruits. But for some reason or other soon after his election he declined the position, and the new recruits offered have not been forthcoming, so that the company is now far worse off than before. The members have become a little discouraged, and there is talk of transfer, etc. The company should elect Lieutenant Pedroncelli, the present officer in command, captain, and select its other officers from the ranks of the company. Lieutenant Pedroncelli has stood bravely by the company, and is far better informed than the majority of officers of this rank; and he is otherwise well deserving of this promotion. We think the company do wrong in selecting an outside officer for commandant, when it has such excellent material in its own ranks.....Spring parades and field days will soon be inaugurated by the different organizations of the First and Second divisions. Of course many of the regiments will be compelled to go to Brooklyn to accept of the fine opportunity offered by its Prospect Park parade ground for proper maneuvering purposes. Yet it is said that the First division oppose the Central Park parade ground bill introduced into the Legislature.....Among the items of the bill providing for the tax levy of the county of New York, we observe that the next Board of Supervisors of the county will not have authority to expend for armories and drill-rooms a sum greater than \$100,000 in any one year, in addition to the amount required for payment of rent of premises used for armories and drill-rooms. Last year \$1,500,000 was the sum appropriated. This is economy with a vengeance.....Brigadier-General Thomas S. Dakin, commanding Fifth brigade, Second division, is entitled to much credit for the interest he takes in his brigade. Scarcely a battalion drill has occurred in any of the regiments of the brigade this season at which General Dakin has not been present, frequently to offer wise suggestions to regimental officers. His example is worthy of imitation throughout the National Guard.....Company I of the Ninety-sixth Infantry, Captain G. Schuchard commanding, held its sixth annual invitation ball on Tuesday evening last at the New York Casino, Houston street. The attendance was large, select, joyous, and social, and the whole affair was a pleasant success. Just previous to supper Captain Schuchard, the commandant of the company, was presented with an elegant sword and its accompaniments.....May we suggest to the Thirtieth that the proper spelling of battalion is as we write it, not *batallion*, as we find it on the card of invitation to their last battalion drill? It was a very handsome card, and ought not to have been so marred.....The Fifty-fifth Infantry are directed to assemble in full uniform (white gloves) on Tuesday evening, April 26, at the State Arsenal, for inspection and drill. Field and staff will report to the commandant at 7:45. Non-commissioned staff, band, and drum corps will report to the adjutant at 7:30 p. m.... In a notice of the movements to be performed by Battery K, First division, in our last issue, by a typographical error we were made to say that it would execute, if time allowed, some of the movements prescribed under "True order in battery." This, of course, should have read "The order in battery." We make the correction principally for the benefit of city contemporaries who copied our paragraph without credit (a habit with some of them), and thus made themselves responsible for the error.

#### CHANGES IN THE NATIONAL GUARD.

GENERAL HEADQUARTERS STATE OF NEW YORK, }  
ADJUTANT-GENERAL'S OFFICE, ALBANY, April 18, 1870. }

The following-named officers have been commissioned by the Commander-in-Chief in the N. G. S. N. Y. during the two weeks commencing April 4 and ending April 16, 1870:

##### THIRD BRIGADE.

William Seward, Jr., assistant adjutant-general, with rank from April 1, vice C. I. Blauvelt, resigned.

##### THIRTEENTH BRIGADE.

John H. Gardner, assistant adjutant-general, with rank from March 17, original appointment.

##### FIRST REGIMENT OF CAVALRY.

Nicholas Bremer, chaplain, with rank from March 20, vice George Aery, vacated.

John H. Lutzen, captain, with rank from January 21, vice H. Claussen, removed from district.

##### BATTALION OF CAVALRY, TWENTY-FOURTH BRIGADE.

Michael Auer, captain, with rank from April 6, vice C. W. Avery, resigned.

Frederick Auer, adjutant, with rank from February 1, vice James B. Hall, resigned.

George D. Whelan, surgeon, with rank from April 6, re-appointed.

Alexander Henderson, veterinary surgeon, with rank from April 6, original vacancy.

##### BATTALION OF ARTILLERY, TWENTY-FOURTH BRIGADE.

Ami Marquis, adjutant, with rank from March 22, vice Frederick Auer, resigned.

Joseph A. Hoffman, chaplain, with rank from March 22, original vacancy.

Henry Wendt, first lieutenant, with rank from March 24, vice William Michel, promoted.

Vincent Roden, second lieutenant, with rank from March 24, vice Henry Wendt, promoted.

Conrad Mayer, first lieutenant, with rank from April 7, vice Frederick Brand, resigned.

Fridoline Stauble, second lieutenant, with rank from April 7, vice Conrad Mayer, promoted.

##### FIRST REGIMENT OF INFANTRY.

I. C. Julius Langbein, captain, with rank from January 24, vice F. Kochert, resigned.

William Mackey, first lieutenant, with rank from March 7, vice I. C. J. Langbein, promoted.

Joseph M. Oswald, first lieutenant, with rank from February 9, vice I. W. King, absent without leave.

William Barthman, captain, with rank from January 19, original.

John H. Swartz, captain, with rank from March 21, vice Peter J. Martin, resigned.

Joseph I. McGeer, first lieutenant, with rank from March 21, vice Peter J. Martin, promoted.

##### FIFTH REGIMENT OF INFANTRY.

George Hubschmann, captain, with rank from March 9, vice P. Kraeger, promoted.

John M. Schmidt, captain, with rank from March 7, vice G. Reiss, resigned.

John Zimmer, captain, with rank from March 14, vice Adam Kelm, resigned.

Edward T. Hughes, adjutant, with rank from April 1, vice Joseph Sattig, resigned.

Edward F. Hopke, quartermaster, with rank from April 1, vice H. T. Allen, promoted.

John W. Funk, commissary, with rank from April 1, vice E. T. Hughes, promoted.

##### SIXTH REGIMENT OF INFANTRY.

Julius R. Adler, captain, with rank from March 23, vice F. N. Sterry, promoted.

Max T. Pincus, first lieutenant, with rank from March 23, vice M. Cohen, resigned.

Isaac Simon, second lieutenant, with rank from March 23, vice J. R. Adler, promoted.

##### NINTH REGIMENT OF INFANTRY.

James R. Hitchcock, major, with rank from March 29, vice Wm. Seward, Jr., promoted.

James Fisk, Jr., Colonel, with rank from April 7, vice John H. Wilcox, resigned.

##### TENTH REGIMENT OF INFANTRY.

David W. Young, captain, with rank from March 14, vice W. A. Lindsey, resigned.

John H. Lindsay, first lieutenant, with rank from March 14, vice D. W. Young, promoted.

##### NINETEENTH REGIMENT OF INFANTRY.

John H. Brooks, second lieutenant, with rank from April 4, vice John W. Stevenson, removed from district.

##### THIRTY-SECOND REGIMENT OF INFANTRY.

John Mannhardt, captain, with rank from March 1, vice Henry Koerner, commission vacated.

##### SIXTY-FIFTH REGIMENT OF INFANTRY.

Julius Brauer, second lieutenant, with rank from February 14, vice John C. Schmidt, resigned.

S. Henry Runcle, captain, with rank from March 8, vice Andrew Graff, removed.

Henry D. Fischer, second lieutenant, with rank from March 8, vice Frank Grabenstater, resigned.

##### SEVENTY-FOURTH REGIMENT OF INFANTRY.

Charles A. House, captain, with rank from March 16, vice Warren T. Ferris, resigned.

Geo. F. Pfeiffer, Jr., first lieutenant, with rank from March 28, vice John S. Bidwell, resigned.

Louis Nagel, second lieutenant, with rank from March 28, vice A. H. Fields, resigned.

John C. Dolan, second lieutenant, with rank from March 16, vice Lem. D. Warren, promoted.

Lem. D. Warren, quartermaster, with rank from March 10, vice Philip Miller, resigned.

##### NINETY-SIXTH REGIMENT OF INFANTRY.

William Kuhns, first lieutenant, with rank from March 7, vice C. Flecke, resigned.

Charles Fuchs, second lieutenant, with rank from March 7, vice W. Kuhns, promoted.

Ferdinand Seidel, adjutant, with rank from April 2, vice H. Geritzen, resigned.

#### RESIGNATIONS.

The resignations of the following-named officers have been accepted by the Commander-in-Chief during the same period:

##### BATTALION OF ARTILLERY, TWENTY-FOURTH BRIGADE.

Conrad Ring, second lieutenant, April 13.

##### FIFTH REGIMENT OF INFANTRY.

B. Hufnagel, first lieutenant, April 11.

##### SIXTH REGIMENT OF INFANTRY.

Harris S. Katzenberg, second lieutenant, April 6.

##### EIGHTH REGIMENT OF INFANTRY.

Frank A. Butler, second lieutenant, April 13.

##### TENTH REGIMENT OF INFANTRY.

Frank Leonard, first lieutenant, April 13.

##### ELEVENTH REGIMENT OF INFANTRY.

I. H. Behrens, adjutant, April 11.

Jacob Marx, second lieutenant, April 11.

##### SEVENTY-FOURTH REGIMENT OF INFANTRY.

Archibald Hamill, captain, April 11.

#### ANSWERS TO CORRESPONDENTS.

GOVERNMENT BLANKET.—A soldier "dishonorably discharged" ought not to be re-enlisted; but if he should be, he cannot be punished for the act of re-enlistment. It would not be a sufficient reason for discharging him a second time.

SIXTH INFANTRY.—At West Point the sergeant-major simply reports, "Sir, the guard is formed." Elsewhere the prac-

tice is variable, but obviously the correct way would be to say, "Sir, the detail is correct, and the guard is formed."

W. A. R.—One regimental commissary and two principal musicians are still allowed, since consolidation, to each regiment.

HOOPER.—The distance should be 32 inches, same as between files. See paragraph 539, Upton.

N. T.—At a military ball the managers should prescribe the dress. There would be no impropriety in the rank and file wearing cross belts or side arms, but uniformity would be in better taste.

R. L. S.—The attendance of soldiers at church is not made compulsory in the Army. The second article of war reads: "It is earnestly recommended to all officers and soldiers diligently to attend divine service."

STANLEY.—It is a conceded fact that a soldier on duty and under arms should not uncover his head to any one; but usage has allowed this to occur when entering an office where a superior is seated, with uncovered head. It is not usual for an armed escort to enter a church, but to remain outside.

INQUIRER.—An officer must die from "wounds or from disease contracted in the line of his duty," to entitle his family to a pension.

COLUMBIA, S. C.—A soldier receiving an honorable discharge in the infantry branch of the United States service, and enlisting within the prescribed thirty days in the Marine Corps, would not receive the \$2 per month for continued service. The law applies to the Army only.

W. R. S.—Contract surgeons hold no recognized grade in the Army, and are not entitled to a salute. It is proper to accord it to them through courtesy, however.

FIVE FORKS.—A soldier on pass should have his pass signed by his first sergeant and his company commander. It should also be signed by the quartermaster if he is in his employ. The pass should be exhibited after it is complete, or a verbal mention made to the first sergeant, to enable him to make his morning report correctly. A soldier accompanying an officer on detached service as his servant, should report to his first sergeant going and returning, unless named in the order detaching the officer.

EX-SERGEANT.—Your construction is correct. It is custom alone which causes a sentinel to face outward—that is, with his back toward the object guarded—when saluting an officer. Write the adjutant of the Military Academy for a circular containing the qualifications for admission into that institution.

SOLDIER.—The guide, in a change of direction, should carry in his mind the division front as a radius, and sweep over the ground to be passed. If the wheel be from a fixed pivot, it would be proper to touch and *dress* toward that point.

BALTIMORE.—It is correct for the officers of a regiment in column of fours to salute when passing another drawn up into line and at a present arms. All armed organizations should "present arms," if in line, when a similar body passes. Of course the officers marching would return the salute.

W. R. G.—"By command of" or "By order of" are either of them correct, but the first is usually preferred. See paragraphs 436 and 450, Revised Regulations, 1863.

WYOMING.—Where an enlisted man is ordered by competent authority to appear as a witness in a civil suit pending before a U. S. commissioner in the State of Illinois, he is allowed everything allowed a citizen witness. No law or order prohibits officers of the United States Army entering the service of foreign countries. Instances have occurred where our officers have served on the staff of French generals.

FORT BRADY and F. T. B.—It is the practice in the Army to detail officers at retreat for duty on the ensuing day, from the list of those "present for duty," taking of course the longest off at that time. You cannot anticipate the return of an officer, and no good reason can be assigned for departing from the usual custom.

G. H. L.—The Secretary of War appoints the superintendents of national cemeteries from enlisted men who have been disabled in service. They receive the pay and allowances of an ordnance sergeant. Apply to the Secretary of War for a circular on qualifications, etc. (Act February 22, 1867, section 2.)

REGULAR.—Officers awaiting orders are entitled to "half pay and allowances" for the first six months, after that to half pay and no allowances whatever. (Act August 3, 1861, section 20, and of March 3, 1863, section 31. Circular No. 65, Paymaster-General, and to Adjutant-General, August 19, 1868.)

G. E. W. is informed that in accordance with an extract of paragraph 253 of article 15 of the Military Code of 1870, "every commissioned officer and every non-commissioned officer, musician, and private of the National Guard, shall be exempt from jury duty, and shall be entitled to a deduction from the assessed valuation of his real and personal property to the amount of \$1,000, during the time he shall perform military duty; and every such person who shall have so served seven years and been honorably discharged, shall forever after be exempt from jury duty."

SIXTH REGIMENT, N. G., is informed that the position of the captain of the color company at regimental formation, when the junior captain dresses his company by the right, is one pace in front of left file of the color guard.



# OUTWARD-BOUND SONG OF THE U. S. FRIGATE COLORADO.

BY TOM TRAIN-TACKLE.

Good people of America, the day is drawing near  
When to more genial latitudes our gallant ship must steer;  
For our orders are imperative, to cruise in distant seas,  
To watch the long-tailed Chinamen and crafty Japanese;  
And many a mother's blessing, and many a sweetheart's tears,  
Will haunt our memory's lockers throughout the coming years.  
So to mitigate their sadness when we are far away,  
We'll tune our harp in cheerful strains and strike a parting lay.

Great and glorious is the country which we soon must leave astern,  
Yet we trust, with due humility, your gratitude to earn  
By suggesting some improvements for the land we dearly prize;  
Though the daughters can't be fairer, the sons may grow more wise.  
We soon depart for Eastern shores, propelled by steam and sail,  
But we hope your genius will provide for our return by rail;  
For with Yankee ingenuity, the task will not be long.  
To bore a tunnel through the earth, from Boston to Hong Kong.

Let some hot station on the route be set apart for those  
Who rob the nation of her wealth, or pander to her foes;  
And here we crave a word with you, O statesmen, wise and great,  
Who frame the charts of Liberty and guide the Ship of State:  
Keep traitors off the quarter-deck, and trim the flapping sails  
To clear the shoals of anarchy, and weather faction's gales.  
Adjust the Alabama claims, in real estate or cash;  
Splice Canada and Mexico, and season Cuba's "hash."

Should you feel your "dauder" rising, let us have a rap at Spain;  
'Twould be a stunning joke to take those gunboats back again.  
And don't forget the finances, for if the truth be told,  
At the end of three years' service we expect our pay in gold.  
In return we promise faithfully, whatever our lot may be,  
The Colorado won't disgrace the banner of the free;  
And should it be insulted, though we're not prone to boast,  
Our guns shall wake strange echoes on the Asiatic coast.

Now, perhaps some jealous land-shark may criticise our song,  
May growl about the metre, or say it's spun too long;  
But, avast! old tars care little for critics great or small;  
Old Neptune is our tutor, and he outranks you all.  
He bids us spin a "yarn" in verse, before we sail away,  
And having "filled the order" our jaw tackle we'll belay.  
Blow fresh, O breezes from the North, our eager canvas swell.  
Good bye; God bless our native land; COLUMBIA, fare thee well.

G. R. W.  
U. S. FRIGATE COLORADO,  
NEW YORK HARBOR, March 5, 1870.

HALF a million watches have been made by the AMERICAN WATCH CO., at Waltham.  
No. 500,000 was finished a few weeks since. It was made for HOWARD & CO., of New York, who have it on exhibition.

## BIRTH.

JOYCE.—At Waterloo, N. Y., on the 17th inst., the wife of James Joyce, U. S. A., of a son.

## MARRIED.

[Announcements of Marriages should be paid for at the rate of 75 cents each.]

MALLERY.—Wyckoff.—On the 14th inst., at Richmond, Va., by the Rev. George Woodbridge, D. D., Brevet Lieutenant-Colonel GARRICK MALLERY, U. S. A., to HELEN M., daughter of the late Rev. A. V. Wyckoff.

## DIED.

BELL.—At his home in Evansville, Indiana, on the evening of the 25th ult., Lieutenant DAVID N. BELL, U. S. Navy, aged 24 years.

WHARTON.—On the 9th inst., at Baltimore, Md., HENRY CLIFFORD WHARTON, late Captain Corps of Engineers, U. S. A., in the 35th year of his age.

CLIFF.—In Geddes, N. Y., on March 11, of scarlet fever, Henry D., only child of Captain E. W. Clift, U. S. A., and the late Sarah Dickinson Clift, aged 4 years and 11 months.

RICE.—In Paris, February 26, 1870, MARY ANN, widow of the late Elisha Riggs, of New York.

CRAGO.—In Paris, March 9, 1870, MARY ALICE, wife of S. Wilkins Cragg, U. S. Navy, and only daughter of the late Elisha Riggs, of New York.

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RULES for SELF-MEASURE, Pat-  
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PRINCIPAL AND INTEREST

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apeake and Ohio Railroad to the Ohio River, and  
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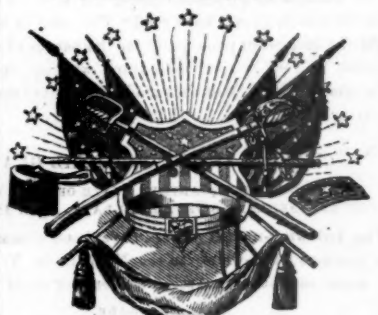
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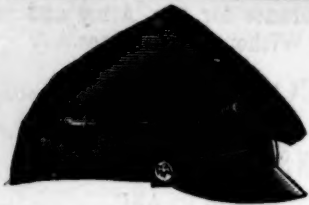
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U. S. Grant, General U. S. A.  
 Robert Anderson, Brevet Major-General U. S. A.  
 General Frank Wheaton.  
 A. S. Webb, Brevet Major-General U. S. A.  
 Geo. E. Glenn, Major U. S. A.  
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